

NACOmatic

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OH Min Alt#2 - 4	DAY - 243	TOL - 502
OH Min Rdr#2 - 8	DFI - 283	TSO - 85
OH Min TO#2 - 12	DLZ - 285	TZR - 233
02G - 289	EDJ - 63	UNI - 44
04G - 578	EOP - 533	USE - 532
0G6 - 74	FDY - 304	UYF - 362
10G - 423	FFO - 260	VES - 521
12G - 477	FZI - 311	VNW - 518
14G - 314	GAS - 321	VTA - 435
16G - 496	GEO - 323	YNG - 582
17G - 77	GQQ - 319	ZZV - 589
1G0 - 69	HAO - 325	
1G1 - 293	HOC - 338	
1G3 - 343	HZY - 40	
1G5 - 394	I10 - 81	
29G - 471	I12 - 478	
2D7 - 62	I17 - 460	
2G1 - 447	I19 - 275	
2G2 - 494	I23 - 530	
2P7 - 493	I40 - 241	
38D - 473	I43 - 340	
3G3 - 523	I66 - 557	
3G4 - 38	I67 - 336	
3G6 - 476	I68 - 355	
3I7 - 459	I69 - 50	
4G3 - 37	I74 - 515	
4G4 - 579	I86 - 430	
4G5 - 574	I95 - 347	
4I3 - 426	ILN - 560	
4I9 - 425	ISZ - 91	
56D - 514	LCK - 204	
5A1 - 441	LHQ - 349	
5G7 - 67	LNN - 540	
6G5 - 48	LPR - 365	
7G8 - 407	LUK - 103	
7W5 - 429	MFD - 378	
8G1 - 539	MGY - 278	
8G6 - 78	MNN - 387	
AKR - 28	MRT - 392	
AMT - 536	MWO - 419	
AOH - 358	OSU - 224	
AXV - 526	OWX - 443	
BJJ - 575	OXD - 446	
BKL - 121	PCW - 464	
CAK - 31	PHD - 432	
CDI - 83	PMH - 468	
CGF - 137	RZT - 89	
CLE - 153	S24 - 316	
CMH - 191	SGH - 480	
CQA - 87	SKY - 474	
CYO - 120	TDZ - 500	

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE	NAME	ALTERNATE MINIMUMS
AKRON, OH		CINCINNATI, OH	
AKRON-CANTON		CINCINNATI MUNI-LUNKEN	
RGNL	ILS or LOC Rwy 19 ¹ ILS or LOC Rwy 23 ² RADAR ³	FIELD	ILS or LOC Rwy 21L LOC BC Rwy 3R NDB Rwy 21L NDB Rwy 25 RNAV (GPS) Rwy 21L RNAV (GPS) Rwy 25
¹ NA when local weather not received.		¹ NA when control tower closed.	
² LOC, NA.		² Categories A,B, 1200-2; Categories C,D, 1200-3.	
³ NA when Akron-Canton approach control closed.		³ Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
ANDERSON, IN		⁴ NA when local weather not available.	
ANDERSON MUNI-		⁵ Category B, 900-2, Category C, 900-2½; Category D, 900-2¾.	
DARLINGTON FIELD	ILS or LOC Rwy 30 ¹ NDB or GPS Rwy 30 ¹ VOR or GPS-A ²	CLEVELAND, OH	
¹ NA when control tower closed, except for operators with approved weather reporting service.		BURKE-LAKEFRONT	ILS Rwy 2 NDB or GPS Rwy 24
² NA when control zone not effective, except for operators with approved weather reporting service.		NA when control tower closed.	
ASHTABULA, OH		¹ Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
ASHTABULA COUNTY	RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26	CUYAHOGA COUNTY	ILS or LOC Rwy 2 LOC/DME BC Rwy RNAV (GPS) Rwy RNAV (GPS) Rwy
NA when local weather not available.		NA when local weather not available.	
ATHENS, OH		¹ NA when control tower closed.	
OHIO U SNYDER FIELD	NDB Rwy 25	² ILS, Category D, 700-2.	
NA when local weather not available.		COLUMBUS, IN	
BLOOMINGTON, IN		COLUMBUS MUNI	ILS Rwy 2 RNAV (GPS) Rwy RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 3
MONROE COUNTY	ILS or LOC/DME Rwy 35 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR/DME Rwy 6 VOR/DME Rwy 24	¹ NA when control tower closed.	
NA when local weather not available.		² NA when local weather not available.	

NAME ALTERNATE MINIMUMS
COLUMBUS, OH
BOLTON FIELD ILS or LOC Rwy 4¹²
NDB Rwy 4¹²
RNAV (GPS) Rwy 4²

¹NA when control tower closed.
²NA when local weather not available.

OHIO STATE
UNIVERSITY ILS or LOC Rwy 9R
NDB Rwy 9R
NA when control tower closed.

PORT COLUMBUS INTL ILS or LOC Rwy 10L¹
ILS or LOC Rwy 10R²³
ILS or LOC Rwy 28L⁴

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.
²ILS, 700-2. LOC, NA.
³NA when local weather not available.
⁴ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ILS or LOC Rwy 5L
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
NA when local weather not available.

DAYTON, OH
DAYTON-
WRIGHT BROTHERS RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2½.

DELAWARE, OH
DELAWARE MUNI RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.

ELKHART, IN
ELKHART MUNI ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 27²
RNAV (GPS) Rwy 36²
VOR/DME Rwy 36²
VOR Rwy 9²
VOR Rwy 27²

¹LOC, NA when control tower closed.
²NA when local weather not available.

NAME ALTERNATE MINIMUMS
EVANSVILLE, IN
EVANSVILLE RGNL ILS or LOC Rwy 4¹
ILS or LOC Rwy 22
NDB Rwy 22

NA when control tower closed.
¹ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

FINDLAY, OH
FINDLAY RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7
NA when local weather not available.

FORT WAYNE, IN
FORT WAYNE INTL ILS or LOC Rwy 5¹
ILS or LOC Rwy 32¹
LOC BC Rwy 14¹
RADAR-1¹
RNAV (GPS) Rwy 5¹³
RNAV (GPS) Rwy 23¹³
VOR or TACAN Rwy 5¹
VOR or TACAN Rwy 14¹
VOR or TACAN Rwy 23⁴

¹Category E, 800-2½.
²Category E, 800-2½.
³NA when local weather not available.
⁴Category D, 800-2½, Category E, 2½.

SMITH FIELD VOR Rwy 13
NA when local weather not available.

GARY, IN
GARY/CHICAGO INTL NDB or GPS Rwy 30
NA when control tower closed.

GOSHEN, IN
GOSHEN MUNI RNAV (GPS) Rwy 27
VOR Rwy 27
NA when local weather not available.

GRIFFITH, IN
GRIFFITH-MERRILLVILLE VOR Rwy 8
NA except for operators with approved weather reporting service.

HAMILTON, OH
BUTLER COUNTY RGNL ILS or LOC Rwy 29¹
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²
NA when local weather not available.
¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.
²Category D, 800-2½.

NAME ALTERNATE MINIMUMS
INDIANAPOLIS, IN
 EAGLE CREEK
 AIRPARK RNAV (GPS) Rwy 21
VOR-A
 NA when local weather not available.

INDIANAPOLIS INTL ILS or LOC Rwy 5L
 ILS or LOC Rwy 5R
 ILS or LOC Rwy 14
 ILS or LOC Rwy 23L
 ILS or LOC Rwy 23R
 ILS or LOC Rwy 32
 ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN
 CLARK RGNL VOR or GPS Rwy 18
 NA except for operators with approved weather
 reporting service.

KNOX, IN
 STARKE COUNTY RNAV (GPS) Rwy 18
VOR Rwy 18¹
 NA when local weather not available.
¹Category D, 800-2¼.

KOKOMO, IN
 KOKOMOMUNI VOR or GPS Rwy 23
VOR or GPS Rwy 32
VOR/DME RNAV or GPS Rwy 5
 NA except standard for operators with
 approved weather reporting service.

LAFAYETTE, IN
 PURDUE UNIVERSITY ILS Rwy 10¹²
RNAV (GPS) Rwy 10³⁴
RNAV (GPS) Rwy 28³⁴
VOR-A¹⁵

¹NA when control tower closed.
²ILS, Category D, 800-2¼. LOC, NA.
³Category D, 800-2¼.
⁴NA when local weather not available.
⁵Category D, 800-2¼.

LANCASTER, OH
 FAIRFIELD COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
 NA when local weather not available.

LIMA, OH
 LIMA ALLEN COUNTY RNAV (GPS) Rwy 27
VOR Rwy 27
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
LOGANSPORT, IN
 CASS COUNTY VOR/DME RNAV Rwy 27
VOR-A
 NA except standard for operators with
 approved weather reporting service.

LORAIN/ELYRIA, OH
 LORAIN
 COUNTY RGNL RNAV (GPS) Rwy 7
VOR-A
 NA when local weather not available.

MANSFIELD, OH
 MANSFIELD
 LAHM RGNL ILS or LOC Rwy 32¹
NDB Rwy 32¹
RADAR-1¹
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR Rwy 14²
VOR Rwy 32²

¹NA when control tower closed.
²NA when local weather not available.

MARION, OH
 MARION MUNI RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A
 NA when local weather not available.

MOUNT VERNON, OH
 KNOX COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
 NA when local weather not available.

MUNCIE, IN
 DELAWARE COUNTY-JOHNSON
 FIELD ILS Rwy 32¹
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR Rwy 14²
VOR or GPS Rwy 20³
VOR Rwy 32²

¹NA when control tower closed.
²NA when local weather not available.
³NA when control tower closed, except for
 operators with approved weather reporting
 service.

NEWARK, OH
 NEWARK-HEATH LOC Rwy 9¹
VOR-A²

¹Category D, 800-2¼.
²Categories A, B, 1000-2; Categories C, D,
 1000-3.

RADAR INFORMATION MINIMUMS

AKRON, OH

Amdt. 23, July 5, 2007 (FAA)

ELEV 1228

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▽ ▲

				HAT/ HATH/				HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAA	CEIL-VIS
ASR	1		ABC	1580/24	371	(400-½)	D	1580/50	371	(400-1)
	5		ABC	1580-1	378	(400-1)	D	1580-1¼	378	(400-1¼)
	19		ABC	1580/24	362	(400-½)	D	1580/50	362	(400-1)
	23		ABC	1620/24	392	(400-½)	D	1620/50	392	(400-1)
CIRCLING			A	1660-1	432	(500-1)	B	1680-1	452	(500-1)
			C	1680-1½	452	(500-1½)	D	1780-2	552	(600-2)

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

DAYTON, OH

Amdt. 9, OCT 22, 2009 (FAA)

ELEV 1010

JAMES M. COX DAYTON INTL

RADAR - 118.425 126.5 134.45 294.5 352.05 ▽

				HAT/ HATH/				HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAA	CEIL-VIS
ASR	6L		ABC	1380/24	382	(400-½)	D	1380/50	382	(400-1)
	36		AB	1420-1	411	(500-1)	CD	1420-1¼	411	(500-1¼)
CIRCLING			AB	1480-1	471	(500-1)	C	1480-1½	471	(500-1½)
			D	1560-2	551	(600-2)				

For inoperative ALSF-2 increase S-6L Category D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA)

ELEV 418

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▽

				HAT/ HATH/				HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAA	CEIL-VIS
ASR	22		AB	880/24	462	(500-½)	C	880/40	462	(500-¾)
			D	880/50	462	(500-1)				
	4		AB	880-1	495	(500-1)	C	880-1¼	495	(500-1¼)
			D	880-1½	495	(500-1½)				
	36		AB	880-1	497	(500-1)	C	880-1¼	497	(500-1¼)
			D	880-1½	497	(500-1½)				
	18		AB	880-1	484	(500-1)	C	880-1¼	484	(500-1¼)
			D	880-1½	484	(500-1½)				
CIRCLING			A	940-1	522	(600-1)	B	960-1	542	(600-1)
			C	960-1½	542	(600-1½)	D	980-2	562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

RADAR SURVEILLANCE MINIMUMS

FORT WAYNE, IN FORT WAYNE INTL RADAR - 127.2 284.6

Amdt. 25, JUL 2, 2009 (FAA)

ELEV 814

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	5		AB	1300/24	486	(500-½)	C	1300/40	486	(500-¾)
			D	1300/50	486	(500-1)	E	1300/60	486	(500-1¼)
	14		AB	1300-1	498	(500-1)	C	1300-1¼	498	(500-1¼)
			D	1300-1½	498	(500-1½)	E	1300-1¾	498	(500-1¾)
	23		AB	1300-1	501	(600-1)	CD	1300-1½	501	(600-1½)
			E	1300-1¾	501	(600-1¾)				
	32		AB	1260/24	460	(500-½)	C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)				
CIRCLING			AB	1300-1	486	(500-1)	C	1300-1½	486	(500-1½)
			D	1380-2	566	(600-2)	E	1520-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.

Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV 812

RADAR - Ctc APP CON - (E) 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS
ASR ¹	5 ²		AB	1180/24	368	(400-½)
			CDE	1180/40	368	(400-¾)
	23 ³		AB	1260/24	460	(500-½)
			C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)
CIR	All Rwy		AB	1340-1	528	(600-1)
			C	1340-1½	528	(600-1½)
			D	1380-2	568	(600-2)
			E	1440-2	628	(700-2)

¹No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). ²When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. ³When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

RADAR SURVEILLANCE APPROACH MINIMUMS

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA)

ELEV 1297

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 **A**

				DA/ HAT/ HATH/				DA/ HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	23		AB	1700-1	405	(500-1)	CD	1700-1¼	405	(500-1¼)
	5		AB	1740-1	443	(500-1)	C	1740-1¼	443	(500-1¼)
			D	1740-1½	443	(500-1½)				
CIRCLING			AB	1760-1	463	(500-1)	C	1760-1½	463	(500-1½)
			D	1880-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA)

ELEV 589

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 **A**

				DA/ HAT/ HATH/				DA/ HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	5		ABC	920/24	347	(400-½)	DE	920/50	347	(400-1)
	32		ABCD	920-1	331	(400-1)	E	920-1¼	331	(400-1¼)
	23		ABC	940-1	357	(400-1)	DE	940-1¼	357	(400-1¼)
CIRCLING			A	1020-1	431	(500-1)	B	1040-1	451	(500-1)
			C	1040-1½	451	(500-1½)	D	1140-2	551	(600-2)
			E	1240-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.

Circling not authorized NW of Rwy 5/23 for Category E aircraft.

When control tower closed, procedure NA.

TOLEDO, OH

Amdt. 19, AUG 18, 1994 (FAA)

ELEV 684

TOLEDO EXPRESS

RADAR - 134.35 317.55 **▽ A**

				DA/ HAT/ HATH/				DA/ HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	25		ABC	1040-½	362	(400-½)	DE	1040-1	362	(400-1)
	34		ABC	1040-1	372	(400-1)	DE	1040-1¼	372	(400-1¼)
	16		ABC	1060-1	386	(400-1)	DE	1060-1¼	386	(400-1¼)
	7		ABC	1080/24	397	(400-½)	DE	1080/50	397	(400-1)
CIRCLING			AB	1180-1	496	(500-1)	C	1180-1½	496	(500-1½)
			D	1240-2	556	(600-2)	E	1360-2½	676	(700-2½)

Category D S-7 visibility increased to RVR 6000 for inoperative ALSF-2.

Category D S-25 visibility increased to 1¼ miles for inoperative MALSR.

RADAR INSTRUMENT APPROACH MINIMUMS

YOUNGSTOWN-WARREN, OH

Amdt. 13, OCT 8, 1998 (FAA)

ELEV 1196

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3



				DA/ HATh/			DA/ HATh/			
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	5		ABC	1520-1	356	(400-1)	D	1520-1¼	356	(400-1¼)
	14		ABC	1520-½	386	(400-½)	D	1520-1	386	(400-1)
	23		ABC	1580-1	388	(400-1)	D	1580-1¼	388	(400-1¼)
	32		ABC	1580/24	395	(400-½)	D	1580/50	395	(400-1)
CIRCLING			A	1640-1	444	(500-1)	B	1660-1	464	(500-1)
			C	1660-1½	464	(500-1½)	D	1760-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.

Category D S-32 visibility increased ¼ mile for inoperative MALSR.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)

AMDT 5 86352 (FAA)

DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)

TAKE-OFF MINIMUMS: **Rwys 1, 7, 19, 25**, 300-1.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 2100 before turning West. **Rwy 25**, climb runway heading to 2100 before turning north.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

ASHLAND, OH

ASHLAND COUNTY (3G4)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

NAME TAKE-OFF MINIMUMS

ASHTABULA, OH

ASHTABULA COUNTY (HZY)

ORIG 09183 (FAA)

NOTE: **Rwy 8**, trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26**, trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

AUBURN, IN

DE KALB COUNTY (GWB)

AMDT 1 06271 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AGL/979' MSL. **Rwy 27**, multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH

BARNESVILLE-BRADFIELD (6G5)

ORIG 85297 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

BEACH CITY, OH

BEACH CITY (2D7)

ORIG 82245 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

**BELLEFONTAINE, OH**

BELLEFONTAINE RGNL (EDJ)

ORIG 03079 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb to 2100 via heading 074° before proceeding on course.**BLOOMINGTON, IN**

MONROE COUNTY (BMG)

AMDT 5 02052 (FAA)

NOTE: **Rwy 6**, trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24**, trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17**, trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35**, trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH

BLUFFTON (5G7)

AMDT 1 09183 (FAA)

NOTE: **Rwy 5**, trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.**BOWLING GREEN, OH**

WOOD COUNTY (1G0)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.NOTE: **Rwy 18**, building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.**BRAZIL, IN**

BRAZIL CLAY COUNTY (0I2)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.**BUCYRUS, OH**

PORT BUCYRUS-CRAWFORD COUNTY (17G)

AMDT 1 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27**, 300-1.**CADIZ, OH**

HARRISON COUNTY (8G6)

AMDT 2 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13, 31**, 300-1.**CALDWELL, OH**

NOBLE COUNTY (I10)

AMDT 1 97146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5, 23**, 400-1.DEPARTURE PROCEDURE: **Rwy 23**, climb runway heading to 1500 before turning.**CAMBRIDGE, OH**

CAMBRIDGE MUNI (CDI)

AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 500-1 or std. with a min. climb of 350' per NM to 1500.**CARROLLTON, OH**

CARROLL COUNTY-TOLSON (TSO)

AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25**, 300-1.NOTE: **Rwy 7**, 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25**, 100' AGL trees 200' from departure end of runway, 400' left of centerline.**CELINA, OH**

LAKEFIELD (CQA)

AMDT 1 83342 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.**CHILLICOTHE, OH**

ROSS COUNTY (RZT)

AMDT 3 96116 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30**, 300-1 or std. with a min. climb of 460' per NM to 1100.DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 1500 before turning right. **Rwy 12**, climb runway heading to 2000 before turning right.**Rwy 23**, climb runway heading to 1500 before turning left.**CINCINNATI, OH**

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

AMDT 13 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R**, std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7**, std. w/ min. climb of 424' per NM to 1000 or 400-1½ with min. climb of 205 ft per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R**, std. w/ min. climb of 467' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21L**, std. w/ min. climb of 403' per NM to 1100 or 600-2½ with minimum climb of 228' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 25**, 600-2½ w/ min. climb of 219' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L**, climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R**, climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7**, climb heading 066° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R**, climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L**, climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25**, climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD
(CONT)

NOTE: **Rwy 3L**, building and hangers beginning 306' from departure end of runway, 258' left of centerline, up to 41' AGL/521' MSL. Multiple trees beginning 958' from departure end of runway, 144' right of centerline, up to 67' AGL/556' MSL. Trees 1.3 NM from departure end of runway, 2271' left of centerline, 97' AGL/866' MSL. Pole 1.6 NM from departure end of runway, 334' left of centerline, 68' AGL/797' MSL. **Rwy 3R**, multiple trees beginning 1426' from departure end of runway, 196' left of centerline, up to 68' AGL/557' MSL. Multiple trees beginning 840' from departure end of runway, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.4 NM from departure end of runway, 2393' left of centerline, 97' AGL/856' MSL. Pole 1.6 NM from departure end of runway, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7**, multiple trees beginning 447' from departure end of runway, 68' left of centerline, up to 87' AGL/576' MSL. Multiple trees beginning 664' from departure end of runway, 45' left of centerline, up to 86' AGL/575' MSL. Trees 4515' from departure end of runway, 1519' right of centerline, 81' AGL/720' MSL. Trees 1.4 NM from departure end of runway, 2088' right of centerline, 95' AGL/824' MSL. **Rwy 21R**, multiple trees beginning 1444' from departure end of runway, 204' left of centerline, up to 66' AGL/555' MSL. Multiple trees beginning 1072' from departure end of runway, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from departure end of runway, 2261' right of centerline, 86' AGL/895' MSL. Tower 2.3 NM from departure end of runway, 527' left of centerline, 168' AGL/990' MSL. Tower 2.4 NM from departure end of runway, 694' right of centerline, 106' AGL/943' MSL. **Rwy 21L**, multiple trees beginning 122' from departure end of runway, 104' left of centerline, up to 85' AGL/574' MSL. Multiple trees beginning 422' from departure end of runway, 313' right of centerline, up to 82' AGL/571' MSL. Trees 4521' from departure end of runway, 1659' left of centerline, 117' AGL/716' MSL. Tower 2.0 NM from departure end of runway, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from departure end of runway, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25**, sign, pole, multiple hangars and trees beginning 177' from departure end of runway, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, multiple poles and trees beginning 185' from departure end of runway, 5' right of centerline, up to 73' AGL/562' MSL. Trees 4537' from departure end of runway, 837' right of centerline, 82' AGL/831' MSL. Tank 1.4 NM from departure end of runway, 1755' right of centerline, 210' AGL/1046' MSL. Antenna on building 2.3 NM from departure end of runway, 2552' left of centerline, 116' AGL/915' MSL.

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L**, 400-2 or std. w/a min. climb of 400' per NM to 1800. **Rwy 6R**, 400-2 or std. w/a min. climb of 360' per NM to 1800. **Rwy 24L**, 300-1½ or std. w/a min. climb of 527' per NM to 1900. **Rwy 24R**, 200-1 or std. w/a min. climb of 527' per NM to 1900. DEPARTURE PROCEDURE: **Rwys 6L/6R**, climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R**, climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L**, obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R**, obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L**, monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R**, crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)

AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L, 6R, 10**, climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10**, multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L**, multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R**, tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28**, vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

**CLEVELAND, OH (CON'T)**

CUYAHOGA COUNTY (CGF)

ORIG 06159 (FAA)

NOTE: **Rwy 6**, trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24**, multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)

ORIG 08269 (FAA)

NOTE: **Rwy 14**, tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4**, tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22**, tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)

AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R**, climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L**, tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R**, trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L**, multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R**, multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN

METTEL FIELD (CEV)

AMDT 2 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-VFR use only.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 185° to 1500 before proceeding on course.

NOTE: **Rwy 18**, railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36**, road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH

RICHARD DOWNING (I40)

AMDT 1 80164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1.

DAYTON, OH

DAYTON-WRIGHT BROTHERS (MGY)

AMDT 3 06271 (FAA)

NOTE: **Rwy 2**, multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20**, multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to 100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON

RGNL (I19)

AMDT 1 07074 (FAA)

NOTE: **Rwy 25**, multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7**, tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 250' per NM to 1300'.

NOTES: **Rwy 18**, multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09295

DELAWARE, OH DELAWARE MUNI (DLZ) ORIG 07298 (FAA)

NOTE: **Rwy 10**, railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL.

Rwy 28, rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH COLUMBIANA COUNTY (02G) AMDT 2 86296 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 400-1.

ELYRIA, OH ELYRIA (1G1)

NOTE: **Rwy 9**, road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27**, tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN EVANSVILLE RGNL (EVV) AMDT 8 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1. **Rwy 27**, 300-1 $\frac{1}{4}$ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36**, 300-1 $\frac{1}{4}$.

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 203° to 1300 before turning right.

NOTE: **Rwy 4**, multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9**, water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18**, multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22**, building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27**, multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36**, multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH FINDLAY (FDY) ORIG 07242 (FAA)

NOTE: **Rwy 7**, road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18**, tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25**, multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36**, pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN FORT WAYNE INTL (FWA) AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1300' before turning left.

NOTE: **Rwy 5**, trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9**, tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL. **Rwy 14**, tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27**, obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32**, trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD) AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31**, 300-1.

Rwy 23, 800-2 $\frac{1}{2}$ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13**, climb to 2000 on heading 090 before turning south. **Rwys 23, 31**, climb to 2000 on heading 270 before turning south.

FOSTORIA, OH FOSTORIA METROPOLITAN (FZI) ORIG 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1630' from DER, 480' right of centerline, up to 59' AGL/808' MSL. Trees beginning 319' from DER, 583' left of centerline, up to 74' AGL/823' MSL. **Rwy 27**, trees beginning 977' from DER, 387' left of centerline, up to 100' AGL/859' MSL. Building 1' from DER, 499' left of centerline, 8' AGL/758' MSL.



09295

FREMONT, OH

FREMONT (14G)

AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18,36**, NA-
Environmental.

NOTE: **Rwy 9**, train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27**, road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN

FRENCH LICK MUNI (FRH)

ORIG 08101 (FAA)

NOTE: **Rwy 8**, Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26**, Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)

AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-1. **Rwy 23**, 800-3 or std. w/ min. climb of 331' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 5**, climb straight ahead to 2100 before proceeding on course.**Rwy 23**, climb via 215° track to 1500 before proceeding on course.**GARY, IN**

GARY/CHICAGO INTL (GYG)

AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30**, 300-1.DEPARTURE PROCEDURE: **Rwy 12**, climb to 1200 before proceeding on course. **Rwy 20**, climb to 1200 on heading 220° before proceeding on course.**GEORGETOWN, OH**

BROWN COUNTY (GEO)

AMDT 1 81358 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.**GOSHEN, IN**

GOSHEN MUNI (GSH)

ORIG 08157 (FAA)

NOTE: **Rwy 5**, Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9**, Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23**, Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27**, Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN

PUTNAM COUNTY (417)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13' AGL/822' MSL. Fence 214' from departure end of runway, 307' left of centerline, 16' AGL/825' MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36**, Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN

GREENSBURG MUNI (I34)

AMDT 1A 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

GRIFFITH, IN

GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 502' per NM to 1000.
NOTE: **Rwy 8**, multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26**, multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up to 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up to 100' AGL/744' MSL.

HAMILTON, OH

BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29**, 300-1 or std. with a min. climb of 420' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11**, climb to 1700 via heading 110° before turning on course. **Rwy 29**, climb to 1700 via heading 290° before turning on course.
NOTE: **Rwy 11**, trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29**, trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH

CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27**, NA-obstacles. **Rwy 19**, 500-3 or std. w/ min. climb of 253' per NM to 1300.
NOTE: **Rwy 1**, multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19**, road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH

HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

HUNTINGBURG, IN

HUNTINGBURG (HNB)
TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

HUNTINGTON, IN

HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9**, 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 3**, climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3**, antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21**, trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. w/ min. climb of 441' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning right.
NOTE: **Rwy 1**, hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up to 77' AGL/898' MSL. **Rwy 19**, multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18**, Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36**, Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

**INDIANAPOLIS, IN (CON'T)**

INDIANAPOLIS EXECUTIVE (TYQ)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36**, multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)

ORIG 07018 (FAA)

NOTES: **Rwy 5R**, tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L**, rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128' AGL/923' MSL. **Rwy 23R**, tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32**, antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)

AMDT 2 92281 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.DEPARTURE PROCEDURE: **Rwys 15, 33**, climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)

AMDT 1 84243 (FAA)

DEPARTURE PROCEDURE: **Rwy 25**, climb to 2000 on a 270° heading before turning south.**JACKSON, OH**

JAMES A. RHODES (I43)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2. **Rwy 19**, 300-1½DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1**, car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19**, pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN

CLARK RGNL (JVY)

AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.DEPARTURE PROCEDURE: **Rwys 14, 18, 36**, climb on runway heading to 2000 before turning west. **Rwy 32**, climb to 2000 heading 360° before turning west.**KENDALLVILLE, IN**

KENDALLVILLE MUNI (C62)

AMDT 2 86016 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before turning south.**KENTLAND, IN**

KENTLAND MUNI (501)

ORIG 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1.DEPARTURE PROCEDURE: **Rwy 27**, turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.**KENTON, OH**

HARDIN COUNTY (I95)

AMDT 2 83342 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1.**KNOX, IN**

STARKE COUNTY (OXI)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.NOTE: **Rwy 36**, tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL.

Rwy 18, trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

LA PORTE, IN

LA PORTE MUNI (PPO)

AMDT 2 07186 (FAA)

NOTE: **Rwy 14**, power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20**, power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN

PURDUE UNIVERSITY (LAF)

AMDT 1 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23**, 400-2¼ or std. w/ min. climb of 220' per NM to 1100.

NOTE: **Rwy 5**, multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10**, multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23**, rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28**, multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH

FAIRFIELD COUNTY (LHQ)

AMDT 1 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1. **Rwy 28**, 300-1.

LIMA, OH

LIMA ALLEN COUNTY (AOH)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA-Environmental.

NOTE: **Rwy 9**, bush and trees beginning 163' from DER, 311' right of centerline, up to 100' AGL/1104' MSL. **Rwy 27**, bush and trees beginning 175' from DER, 128' right of centerline, up to 100' AGL/1044' MSL. Antenna on building and trees beginning 67' from DER, 257' left of centerline, up to 100' AGL/1054' MSL.

LOGANSPOUT, IN

LOGANSPOUT/CASS COUNTY (GGP)

ORIG 07186 (FAA)

NOTE: **Rwy 9**, transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH

MADISON COUNTY (UYF)

ORIG 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL (LPR)

ORIG 06159 (FAA)

NOTE: **Rwy 7**, multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25**, bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN

LOWELL (C97)

ORIG 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

MADISON, IN

MADISON MUNI (IMS)

AMDT 2 08213 (FAA)

NOTE: **Rwy 3**, Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21**, Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH

MANSFIELD LAHM RGNL (MFD)

ORIG 09071 (FAA)

NOTE: **Rwy 5**, trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32**, trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN

MARION MUNI (MZZ)

ORIG 02164 (FAA)

NOTE: **Rwy 4**, trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15**, trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22**, trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33**, trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



09295

MARION, OH

MARION MUNI (MNN)

ORIG 07242 (FAA)

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 245° to 1600 before turning right.

NOTE: **Rwy 7**, trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL.

Multiple trees beginning 36' from departure end of

runway, 280' right of centerline, up to 43' AGL/1033'

MSL. **Rwy 13**, trees 512' from departure end of runway,

277' left of centerline, up to 100' AGL/1089' MSL. Road

491' from departure end of runway, 15' AGL/1004' MSL.

Rwy 25, obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/

1004' MSL. **Rwy 31**, trees 2186' from departure end of

runway, up to 100' AGL/1089' MSL. Road 355' from

departure end of runway, 485' left of centerline, 15' AGL/

1004' MSL.

MARYSVILLE, OH

UNION COUNTY (MRT)

AMDT 2 89320 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

MEDINA, OH

MEDINA MUNI (1G5)

AMDT 3 06159 (FAA)

NOTE: **Rwy 1**, multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from

departure end of runway, on centerline, up to 100' AGL/

1319' MSL. **Rwy 9**, multiple trees beginning 305' from

departure end of runway, 396' right of centerline, up to

100' AGL/1249' MSL, tower 3627' from departure end of

runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy**

19, multiple trees beginning at departure end of runway,

112' left of centerline, up to 100' AGL/1249' MSL. **Rwy**

27, multiple trees beginning at departure end of runway,

345' left of centerline, up to 100' AGL/1319' MSL,

multiple trees beginning at departure end of runway, 366'

right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN

MICHIGAN CITY MUNI (MGC)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 20**, climb to 1300 on runway heading before turning east.

MIDDLEFIELD, OH

GEAUGA COUNTY (7G8)

AMDT 3 06159 (FAA)

NOTE: **Rwy 11**, railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from departure end of runway, 671' left of

centerline, 100' AGL/1249' MSL. **Rwy 29**, railroad 349'

from departure end of runway, 521' left of centerline, 23'

AGL/1212' MSL. Multiple buildings 993' from departure

end of runway, 294' right of centerline, 40' AGL/1239'

MSL. Trees 1875' from departure end of runway, 791'

right of centerline, 100' AGL/1319' MSL. Tank 2251' from

departure end of runway, 578' right of centerline, 125'

AGL/1315' MSL.

MIDDLETOWN, OH

MIDDLETOWN RGNL/HOOK FIELD (MWO)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 23**, 300-1.

Rwy 26, 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26**, climb

on runway heading to 1700' before proceeding on

course.

MILLERSBURG, OH

HOLMES COUNTY (10G)

ORIG 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

MONTICELLO, IN

WHITE COUNTY (MCX)

AMDT 2 85101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH

MORROW COUNTY (4I9)

AMDT 1 83048

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

MT. VERNON, OH

KNOX COUNTY (4I3)

ORIG 09015 (FAA)

NOTE: **Rwy 28**, trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN

DELAWARE COUNTY-JOHNSON FIELD (MIE)

AMDT 3 06271 (FAA)

NOTE: **Rwy 2**, multiple trees beginning 888' from

departure end of runway, 412' right of centerline, up to

47' AGL/980' MSL. Tree and towers beginning 2554'

from departure end of runway, 46' left of centerline, up to

113' AGL/1046' MSL. **Rwy 14**, tree 2061' from departure

end of runway, 1004' right of centerline, 69' AGL/1005'

MSL. **Rwy 20**, tree 1463' from departure end of runway,

564' left of centerline, 82' AGL/1019' MSL. Multiple

trees beginning 1119' from departure end of runway,

171' right of centerline, up to 62' AGL/999' MSL. **Rwy**

32, multiple bushes beginning 86' from departure end of

runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN

NAPPANEE MUNI (C03)

AMDT 1 81036 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

NEW LEXINGTON, OH

PERRY COUNTY (I86)

ORIG 84243 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 300-1.

NEW PHILADELPHIA, OH

HARRY CLEVER FIELD (PHD)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 600-1. **Rwy 14**, 500-1 or std. with a min. climb to 330' per NM to 1600.

Rwy 32, 500-1 or std. with a min. climb 380' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 14, 29, 32**, climb runway heading to 1600 before turning.

**NEWARK, OH**

NEWARK-HEATH (VTA)

AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 600-3 or std. w/ min. climb of 354' per NM to 1800.DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1800 before proceeding on course.NOTE: **Rwy 9**, Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.**NORTH VERNON, IN**

NORTH VERNON (OVO)

ORIG 09239 (FAA)

NOTE: **Rwy 5**, tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15**, fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23**, trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL. **Rwy 33**, fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.**NORWALK, OH**

NORWALK-HURON COUNTY (5A1)

AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**OTTAWA, OH**

PUTNAM COUNTY (OWX)

ORIG 09239 (FAA)

NOTE: **Rwy 9**, trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27**, road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.**OXFORD, OH**

MIAMI UNIVERSITY (OXD)

AMDT 1 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.**PAINESVILLE, OH**

CONCORD AIRPARK (2G1)

AMDT 2 06159 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 400-1¾ or std. w/ a min. climb of 310' per NM to 1500.NOTE: **Rwy 2**, numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20**, numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.**PERU, IN**

PERU MUNI (I76)

AMDT 3 07018 (FAA)

NOTE: **Rwy 1**, multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centerline, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19**, multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.**PHILLIPSBURG, OH**

PHILLIPSBURG (317)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1.**PLYMOUTH, IN**

PLYMOUTH MUNI (C65)

ORIG 74199 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**PORT CLINTON, OH**

CARL R. KELLER FIELD (PCW)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 27**, for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.NOTE: **Rwy 9**, multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18**, multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27**, multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36**, trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of centerline, 100' AGL/719' MSL.**PORTLAND, IN**

PORTLAND MUNI (PLD)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Turf runways.NOTE: **Rwy 9**, multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27**, barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.



PORTSMOUTH, OH

GREATER PORTSMOUTH RGNL (PMH)

AMDT 2 91262 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN

JASPER COUNTY (RZL)

AMDT 1 88014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36**, 300-1.

DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36**, climb to 1100 on runway heading before proceeding on course.

RICHMOND, IN

RICHMOND MUNI (RID)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, NA-Environmental.

NOTE: **Rwy 15**, tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24**, road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33**, trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN

FULTON COUNTY (RCR)

ORIG 08269 (FAA)

NOTE: **Rwy 11**, terrain 469' right of centerline, 797' MSL.

Trees beginning 619' from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29**, pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH

ALDERMAN (2P7)

AMDT 2 91010 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb on runway heading to 1800 before proceeding on course.

SALEM, OH

SALEM AIRPARK, INC (38D)

AMDT 1 97058 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 2200 before turning south.

SANDUSKY, OH

GRIFFING-SANDUSKY (SKY)

AMDT 1 81162 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27**, 300-1.

SEBRING, OH

TRI-CITY (3G6)

ORIG 76036 (FAA)

DEPARTURE PROCEDURE: **Rwys 17, 35**, climb runway heading to 3000 before turning east.

SEYMOUR, IN

FREEMAN MUNI (SER)

ORIG 07130 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 046° to 1100 before turning left. **Rwy 14**, climb heading 136° to 1100 before turning right.

NOTE: **Rwy 5**, multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14**, multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32**, multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH

SHELBY COMMUNITY (12G)

AMDT 1 83076 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36**, 300-1.

SHELBYVILLE, IN

SHELBYVILLE MUNI (GEZ)

AMDT 4 99112 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1400 before turning west on course.

Rwys 9, 19, climb runway heading to 1300 before turning on course. **Rwy 27**, climb to 1500 on heading 240° before turning turning north on course.

SIDNEY, OH

SIDNEY MUNI (I12)

AMDT 2 91038 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 10, 23**, 300-1. **Rwy 28**, 300-1 or std. with a min. climb of 350' per NM to 1300.

**SOUTH BEND, IN**

SOUTH BEND RGNL (SBN)

AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R**, 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R**, climb heading 092° to 2000 before turning South. **Rwy 18**, climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L**, tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18**, powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L**, light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R**, tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36**, terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15**, Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24**, Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33**, Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)

ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb runway heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)

AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before turning west on course.

Rwys 18, 36, climb runway heading to 1800 before turning east on course.

TELL CITY, IN

PERRY COUNTY MUNI (TEL)

AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**TERRE HAUTE, IN**

SKY KING (313)

AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18**, 300-1.

DEPARTURE PROCEDURE: **Rwy 26**, climb to 1400 on runway heading before turning south. **Rwy 18**, climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)

ORIG 08213 (FAA)

NOTE: **Rwy 5**, Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14**, trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18**, terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL. Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32**, trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36**, trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY(16G)

AMDT 2 09183 (FAA)

NOTE: **Rwy 6**, multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24**, multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

**TOLEDO, OH**

METCALF FIELD (TDZ)

AMDT 2A 07326 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 22, 32**, 300-1. **Rwy 4**, 2100-2 or std. with a min. climb of 300' per NM to 2100.DEPARTURE PROCEDURE: **Rwys 14, 22, 32**, climb runway heading to 2000 before turning.NOTE: **Rwy 14**, tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.**TOLEDO EXPRESS (TOL)**

AMDT 2 89040 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 260' per NM to 1000'.DEPARTURE PROCEDURE: **Rwy 25**, climb runway heading to 1100' before turning.**UPPER SANDUSKY, OH**

WYANDOT COUNTY (56D)

ORIG 80150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.**VALPARAISO, IN**

PORTER COUNTY MUNI (VPZ)

ORIG 08045 (FAA)

NOTE: **Rwy 9**, Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18**, Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27**, Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36**, Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL. Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH

VAN WERT COUNTY (VNW)

AMDT 3 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1½ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36**, NA-Environmental.NOTE: **Rwy 9**, tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.**VERSAILLES, OH**

DARKE COUNTY (VES)

AMDT 2 87015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

CAUTION: 50' unlighted trees left side at departure end of runway 27.

WADSWORTH, OH

WADSWORTH MUNI (3G3)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10**, std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20**, 300-1½ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28**, 400-2½ or std. w/ min. climb of 457' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28**, climb heading 277° to 1600 before proceeding on course.

NOTE: **Rwy 2**, vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10**, trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20**, vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28**, building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

WAPAKONETA, OH

NEIL ARMSTRONG (AXV)

AMDT 2 08213 (FAA)

NOTE: **Rwy 8**, vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26**, obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

**WARSAW, IN**

WARSAW MUNI (ASW)

AMDT 1 83272 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb to 1200 on runway heading before turning west.**WASHINGTON, IN**

DAVIESS COUNTY (DCY)

ORIG 84045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**WASHINGTON COURT HOUSE, OH**

FAYETTE COUNTY (I23)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1½ or std. w/ min. climb of 268' per NM to 1400.NOTE: **Rwy 5**, train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23**, train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.**WAUSEON, OH**

FULTON COUNTY (USE)

AMDT 1 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.**WAVERLY, OH**

PIKE COUNTY (EOP)

ORIG-A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1.NOTE: **Rwy 7**, building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL.**Rwy 25**, 60' AGL trees 500' from departure end of runway 170' left of centerline.**WEST UNION, OH**

ALEXANDER SALAMON (AMT)

AMDT 1 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1700 before turning west.**WILLARD, OH**

WILLARD (8G1)

AMDT 1 81134 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before proceeding on course.**WILLOUGHBY, OH**

WILLOUGHBY LOST NATION MUNI (LNN)

AMDT 2 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 099° to 1600 before proceeding on course.**Rwy 23**, climb via heading 233° to 1400 before proceeding on course. **Rwy 28**, climb via heading 279° to 1400 before proceeding on course.NOTE: **Rwy 5**, tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10**, pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23**, tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28**, tree 1336' from departure end of runway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' right of centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.**WILMINGTON, OH**

AIRBORNE AIRPARK (ILN)

ORIG 09239 (FAA)

NOTE: **Rwy 4L**, tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L**, tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.**CLINTON FIELD (I66)**

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.NOTE: **Rwy 3**, multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21**, multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.**WOODSFIELD, OH**

MONROE COUNTY (4G5)

AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1.**WOOSTER, OH**

WAYNE COUNTY (BJJ)

AMDT 1 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09295

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH 09295

Rwy 5R, 200-1½***Rwy 23R, 400-2¾******Rwy 23L, 400-2¾*****

* Or standard with minimum climb of 240ft/NM to 1100'.

** Or standard with minimum climb of 260ft/NM to 1300'.

*** Or standard with minimum climb of 210ft/NM to 1300'.

Rwy 5R, Climb on track 050° until reaching 1100.TAKE-OFF OBSTACLES: **Rwy 23L**: 43' AGL

VORTAC, 850' from DER, 662' right of centerline.

Rwy 5L: Up to 105' AGL tree line beginning 3000'

from DER, 700' right of centerline to 5100' from

DER, 1300' left of centerline.

YOUNGSTOWN, OH

LANSDOWNE (04G)

AMDT 2 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1. **Rwy 20**, 1500-2.DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20**, climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN ELSER METRO (4G4)

ORIG-A 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ min.climb of 237' per NM to 1500. **Rwys 18, 28**, 300-1.DEPARTURE PROCEDURE: **Rwy 36**, climb to 1500, then climbing right turn via heading 090° to 2600 before proceeding north. **Rwys 10, 28**, climb runway heading to 2600 before turning north.NOTE: **Rwy 10**, Tower 8758' from departure end of runway, 1882' left of centerline, 138' AGL/1332' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)

AMDT 4 90207 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1.

ZANESVILLE, OH

ZANESVILLE MUNI (ZZV)

ORIG 03359 (FAA)

NOTE: **Rwy 22**, tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34**, tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

19071

AIRPORT DIAGRAM

AL-6 (FAA)

AKRON FULTON INTL (AKR)
AKRON, OHIO

ASOS
126.825
CLINC DEL
121.6
CTAF/UNICOM
123.075

VAR 8.0° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° W

41°02.5'N

FIELD
ELEV
1067

SOUTHWEST
RAMP

6337 X 150

TERMINAL

6L

ELEV
1043

188.9°

2336 X 100

008.9°

ELEV
1044

P

ELEV
1061

CONTROL
TOWER
1269

41°02.0'N

RWY 1-19
S30
RWY 7-25
S75, D100, ST127, DT160

41°01.5'N

81°28.5'W

81°28.0'W

81°27.5'W

EC-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-AKR 110.9 Chan 46	APP CRS 249°	Rwy Idg TDZE Apt Elev	6075 1048 1068
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LOC RWY 25
AKRON FULTON INTL (AKR)

T	Use I-AKR DME when on LOC course.
A NA	

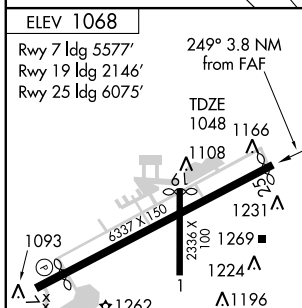
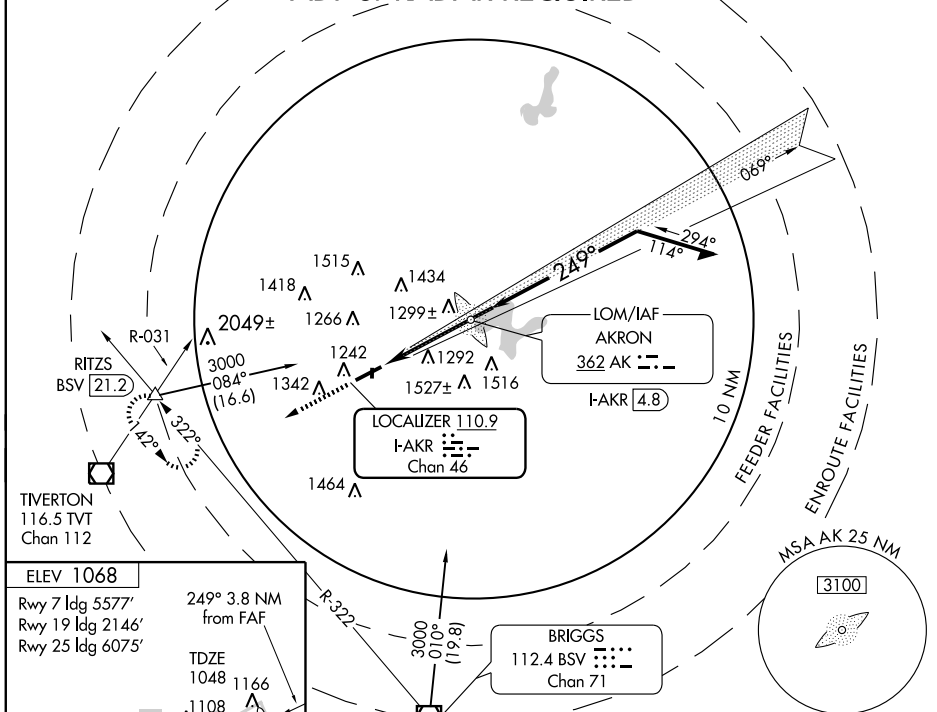
MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

ASOS
126.825

AKRON-CANTON APP CON ★
118.6 371.875

CLNC DEL
121.6UNICOM
123.075 (CTAF) **L**

ADF or RADAR REQUIRED



REIL Rwy 7 and 25 **L**
MIRL Rwy 1-19 **L**

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

Diagram illustrating a VOR/DME station layout. The VOR station is located at a heading of 249°, bearing of 112.4, and a distance of 3000. The DME station is located at a bearing of 249°, distance of 3000, and a distance of 3.01 NM. A visual glide slope indicator and descent angles are shown, with a note that they are not coincident.

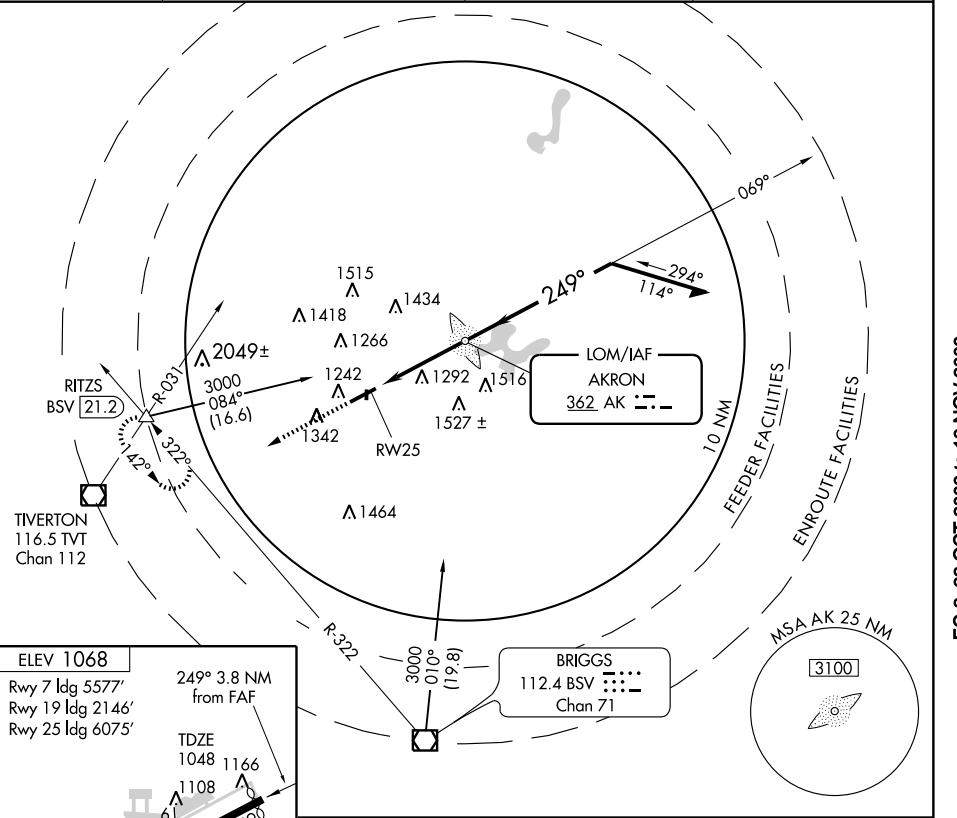
CATEGORY	A	B	C	D
S-25	1540-1	492 (500-1)	1540-1¼ 492 (500-1¼)	1540-1½ 492 (500-1½)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

▼

▲ NA

MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

ASOS 126.825	AKRON-CANTON APP CON ★ 118.6 371.875	CLNC DEL 121.6	UNICOM 123.075 (CTAF) 0
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ELEV 1068

Rwy 7 ldg 5577'
Rwy 19 ldg 2146'
Rwy 25 ldg 6075'

249° 3.8 NM from FAF

TDZE 1048

1166
1108
1231
1269
1224
1196
1262

REIL Rws 7 and 25 **0**
MIRL Rwy 1-19 **0**
HIRL Rwy 7-25 **0**

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

3000
↑
HDG 249°
BSV R-322
112.4

RITZS
△

RW25

LOM

069°

249°

3000

2300

Visual glide slope indicator and descent angles not coincident.

3.8 NM

3.01°
TCH 50

CATEGORY	A	B	C	D
S-25	1640-1 572 (600-1)	592 (600-1)	1640-1½ 592 (600-1½)	1640-1¾ 592 (600-1¾)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

AIRPORT DIAGRAM

AL-638 (FAA)

AKRON-CANTON RGNL (CAK)
AKRON, OHIO

ATIS
121.05
AKRON-CANTON TOWER
118.3 257.8
GND CON
121.7 348.6
CLNC DEL
132.05

D

ANG
HANGAR

TRANSIENT
PARKING

LAHSO

FIELD
ELEV
1228

FIRE
STATION

TERMINAL

TRANSIENT
PARKING

CONTROL
TOWER
1324

ELEV
1209

RWY 1-19
S120, D160, ST175, DT250
RWY 5-23
S120, D160, ST175, DT230

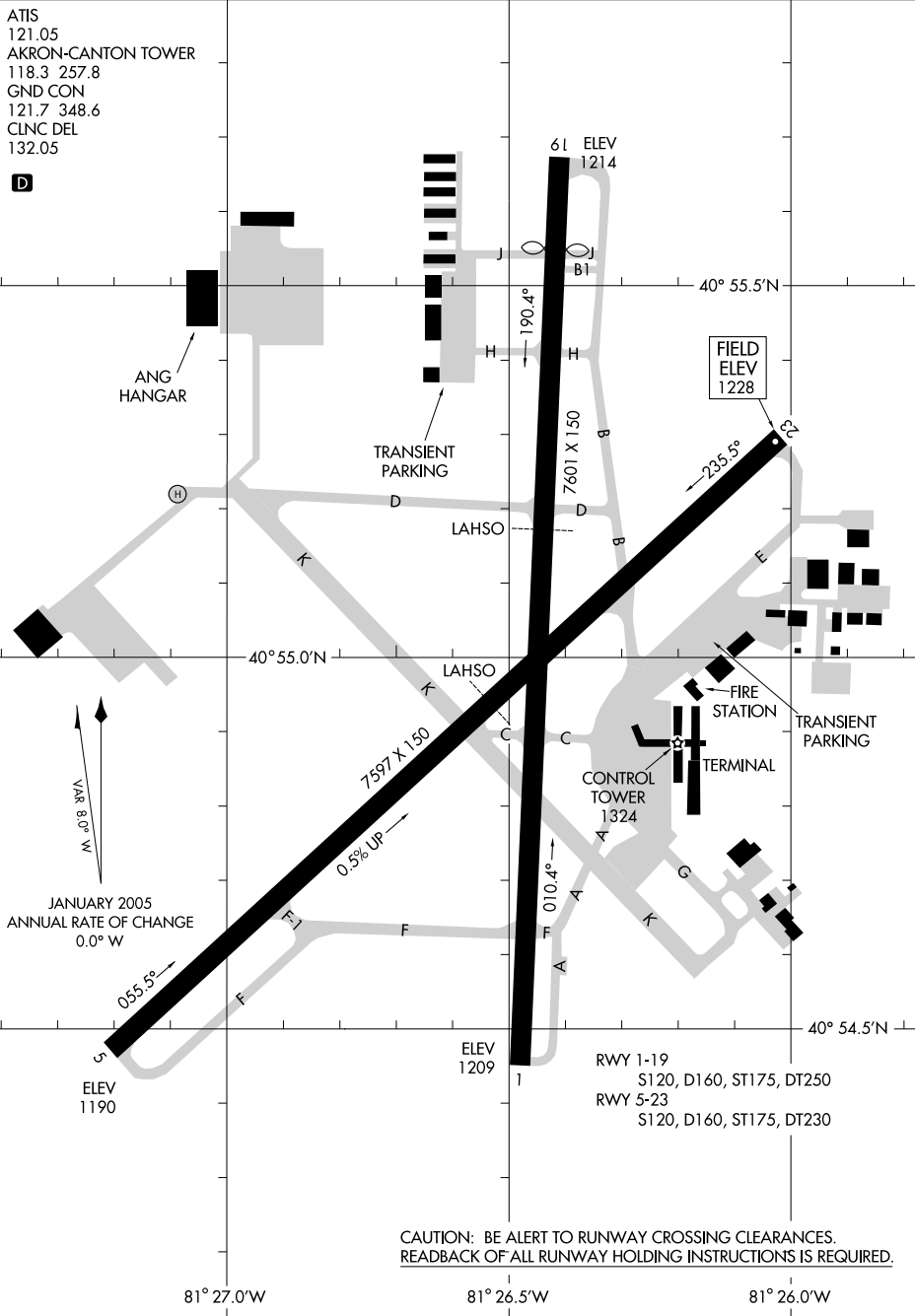
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81° 27.0'W

81° 26.5'W

81° 26.0'W

EC-2, 22 OCT 2009 to 19 NOV 2009



LOC I-CAK	APP CRS	Rwy ldg TDZE	7000
109.5	009°	Apt Elev	1209
			1228

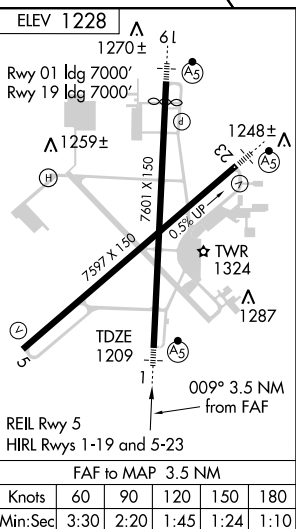
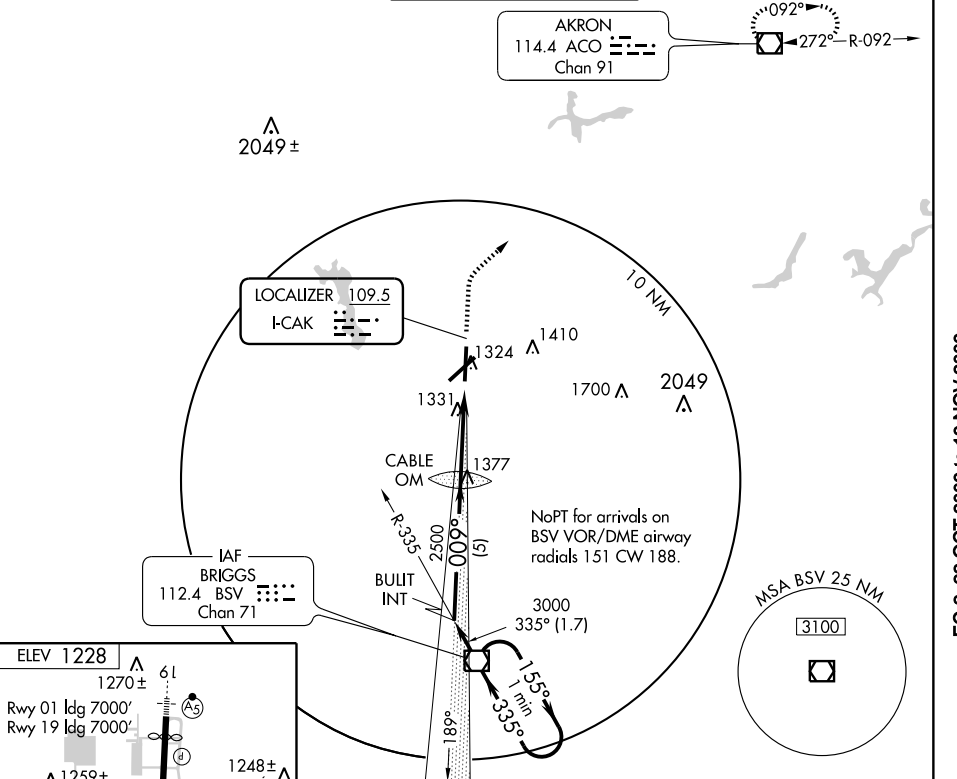
ASR




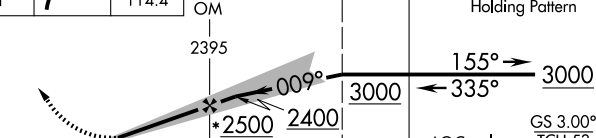
**RVR 1800 authorized with the use of
FD or AP or HUD to DA.

MALS R

MISSED APPROACH: Climb to 1900, then climbing
right turn to 3000 direct ACO VOR/DME and hold.

ATIS 121.05	AKRON-CANTON APP CON * EAST 125.5 371.875 WEST 118.6 323.0	AKRON-CANTON TOWER 118.3 257.8	GND CON 121.7 348.6	CLNC DEL 132.05
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<div>1900</div> <div></div>		<div>3000</div> <div></div>		<div>ACO</div> <div></div> <div>114.4</div>		<div>BUILT INT</div> <div>VOR/DME</div>		<div>One Minute Holding Pattern</div>		
 <div>OM 2395</div> <div>155°</div> <div>3000</div> <div>009°</div> <div>3000</div> <div>335°</div> <div>3000</div> <div>*2500</div> <div>2400</div> <div>GS 3.00°</div> <div>TCH 53</div> <div>* LOC only.</div> <div>3.5 NM</div> <div>5 NM</div> <div>1.7</div>										
CATEGORY		A		B		C		D		
S-ILS 1		**1409/24 200 (200-½)								
S-LOC 1		1600/24 391 (400-½)							1600/40 391 (400-¾)	
CIRCLING		1760-1 532 (600-1)				1760-1½ 532 (600-1½)		1780-2 552 (600-2)		

LOC I-RGO <u>109.5</u>	APP CRS 189°	Rwy Idg TDZE Apt Elev	7000 1218 1228
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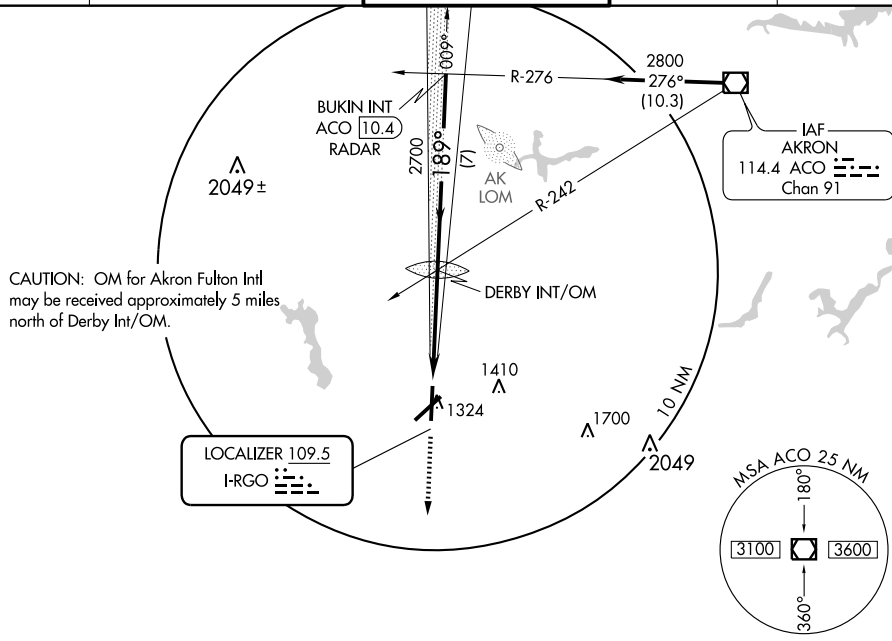
ILS or LOC RWY 19

T	If local altimeter setting not received, use Akron Fulton
A	Intl altimeter setting and increase all DH/MDAs 40 feet.
ASR	*RVR 1800 authorized with the use of FD or AP or HUD

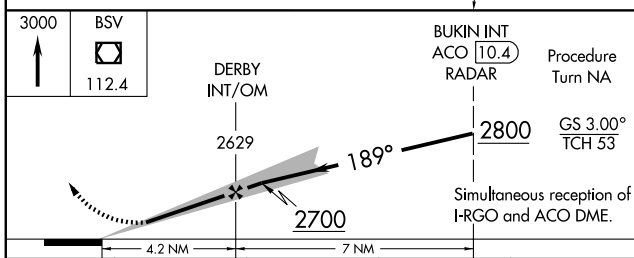
MALSR

MISSED APPROACH: Climb to 3000
direct BSV VOR/DME and hold.

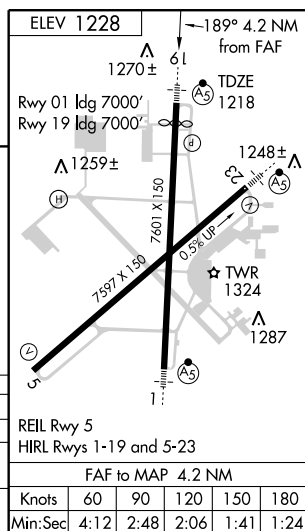
ATIS 121.05	AKRON-CANTON APP CON ★ EAST 125.5 371.875 WEST 118.6 323.0	AKRON-CANTON TOWER 118.3 257.8	GND CON 121.7 348.6	CLNC DEL 132.05
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 19	*1418/24 200 (200-½)			
S-LOC 19	1560/24 342 (400-½)			1560/40 342 (400-¾)
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)



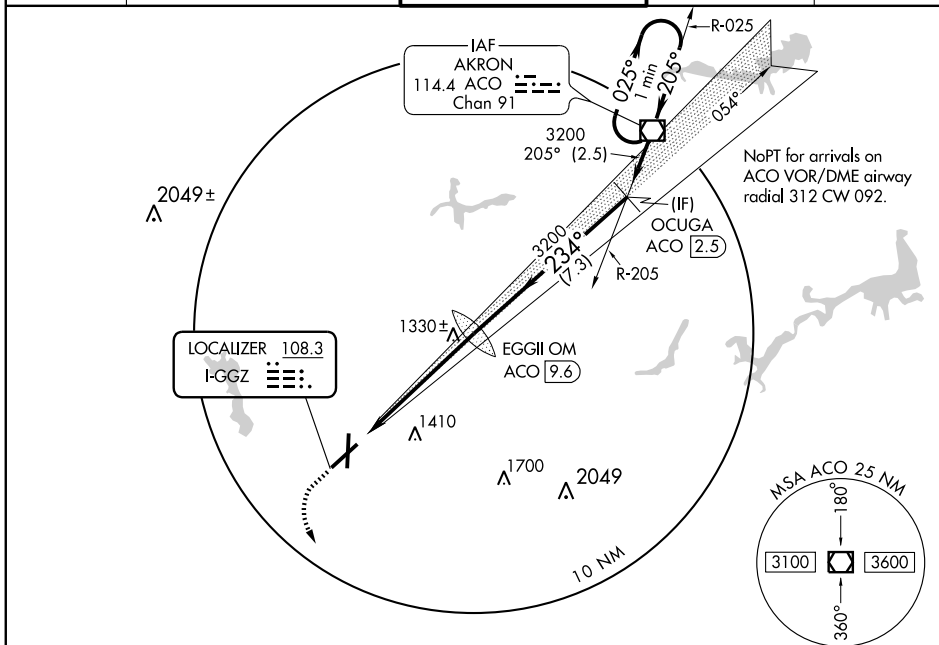
LOC I-GGZ 108.3	APP CRS 234°	Rwy Idg TDZE Apt Elev	7597 1228 1228
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ILS or LOC RWY 23

AKRON-CANTON RGNL (CAK)

ASR Autopilot coupled approach NA below 1574 feet.	MALSR 	MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.
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ATIS 121.05	AKRON-CANTON APP CON ★ EAST 125.5 371.875 WEST 118.6 323.0	AKRON-CANTON TOWER 118.3 257.8	GND CON 121.7 348.6	CLNC DEL 132.05
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BRIGGS
112.4 BSV
Chan 71

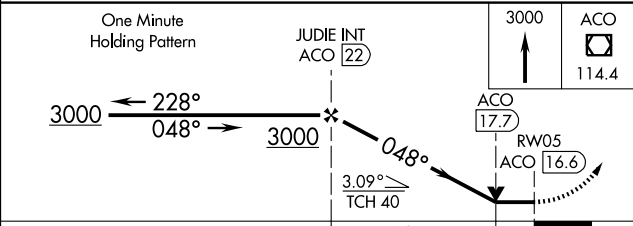
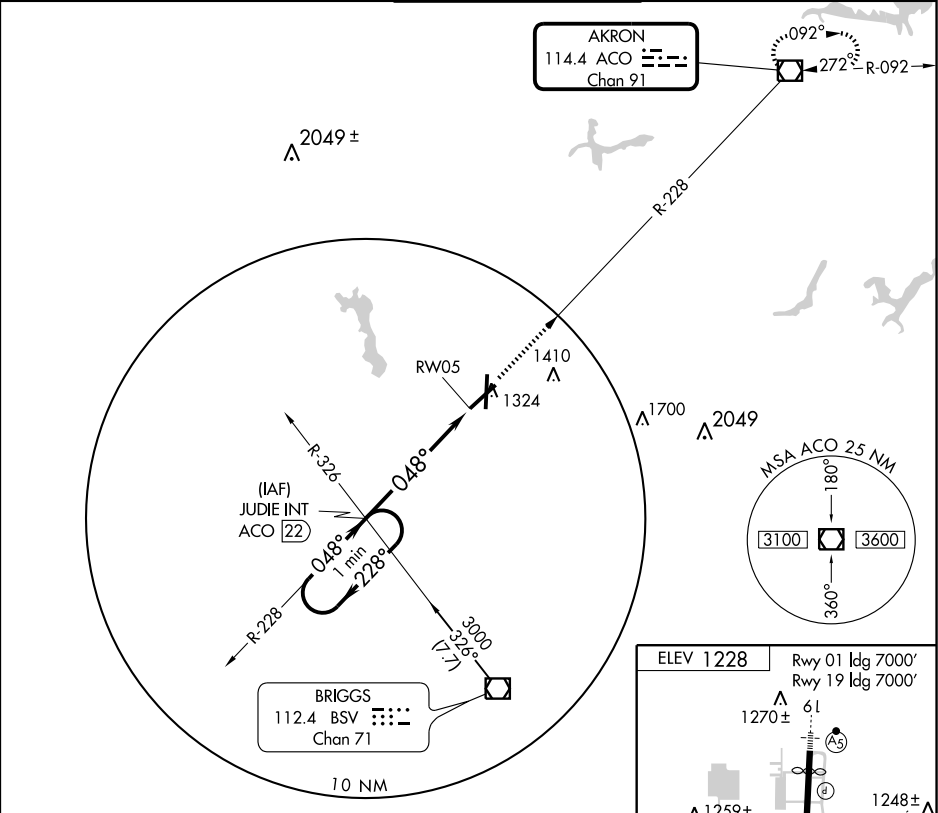
CATEGORY	A	B	C	D
S-ILS 23	1428/24 200 (200-½)			
S-LOC 23	1580/24 352 (400-½)			1580/40 352 (400-¾)
CIRCLING	1760-1 532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)	

VOR/DME ACO	APP CRS	Rwy Idg	7597
114.4	048°	TDZE	1202
Chan 91		Apt Elev	1228

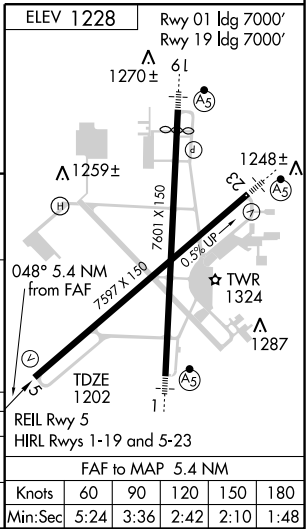
VOR or GPS RWY 5
AKRON-CANTON RGNL(CAK)

ASR	MISSED APPROACH: Climb to 3000 direct ACO VOR/DME and hold.
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ATIS 121.05	AKRON-CANTON APP CON ★ EAST 125.5 371.875 WEST 118.6 323.0	AKRON-CANTON TOWER 118.3 257.8	GND CON 121.7 348.6	CLNC DEL 132.05
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CATEGORY	A	B	C	D
S-5	1600-1 398 (400-1)		1600-1¼ 398 (400-1¼)	1600-1½ 398 (400-1½)
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	1780-2 552 (600-2)

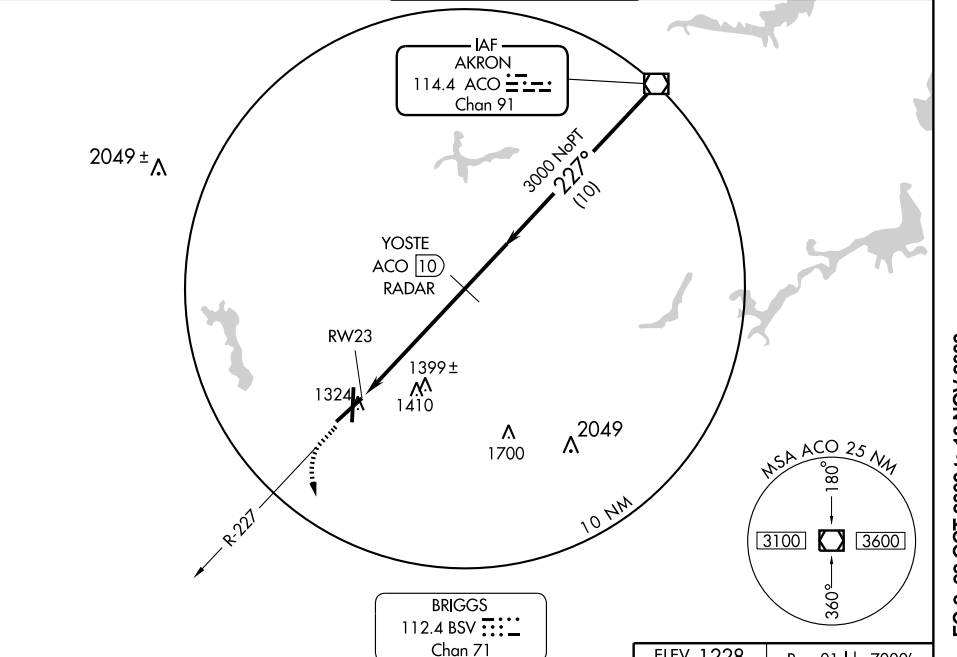


ASR

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.

ATIS 121.05	AKRON-CANTON APP CON ★ EAST 125.5 371.875 WEST 118.6 323.0	AKRON-CANTON TOWER 118.3 257.8	GND CON 121.7 348.6	CLNC DEL 132.05
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3000

BSV

112.4

ACO 14.2

RW23 ACO 15.4

227°

3000

≤ 3.04° TCH 48

1.2

4.2 NM

10 NM

YOSTE ACO (10) RADAR

VOR/DME

Procedure Turn NA

ELEV 1228

Rwy 01 ldg 7000'

Rwy 19 ldg 7000'

1270±

6.1

227° 5.4 NM from FAF

TDZE 1228

1248±

1259±

7601 X 150

0.5% UP

7597 X 150

TWR 1324

1287

REIL Rwy 5

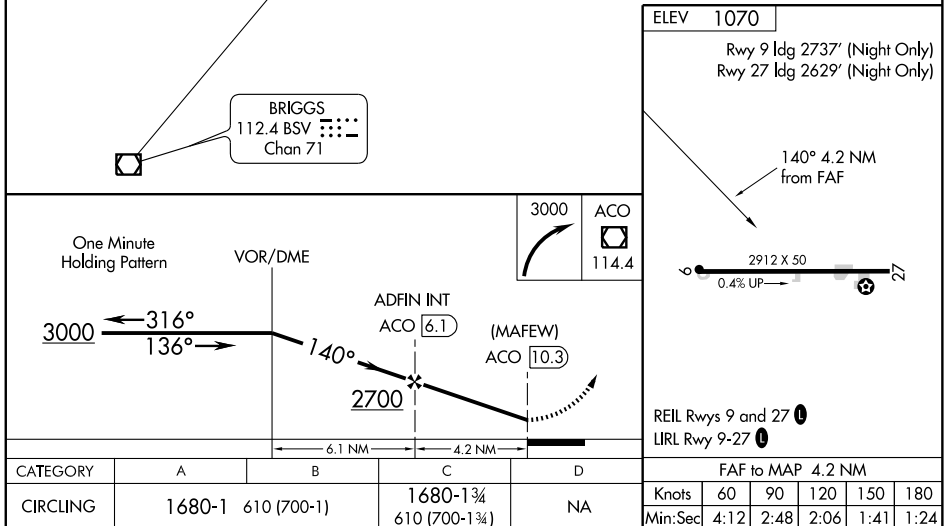
HIRL Rwys 1-19 and 5-23

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 22 OCT 2009 to 19 NOV 2009

 NA Use Akron-Canton altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climbing right turn to 3000 direct ACO VOR/DME and hold.
AKRON-CANTON APP CON★ 125.5 226.4	UNICOM 122.8 (CTAF) ①



▼

▲

NA

If local altimeter setting not received, use Mansfield
altimeter setting and increase all MDA's 60 feet.

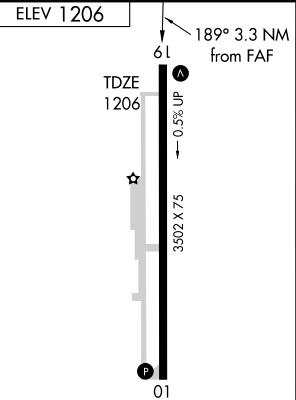
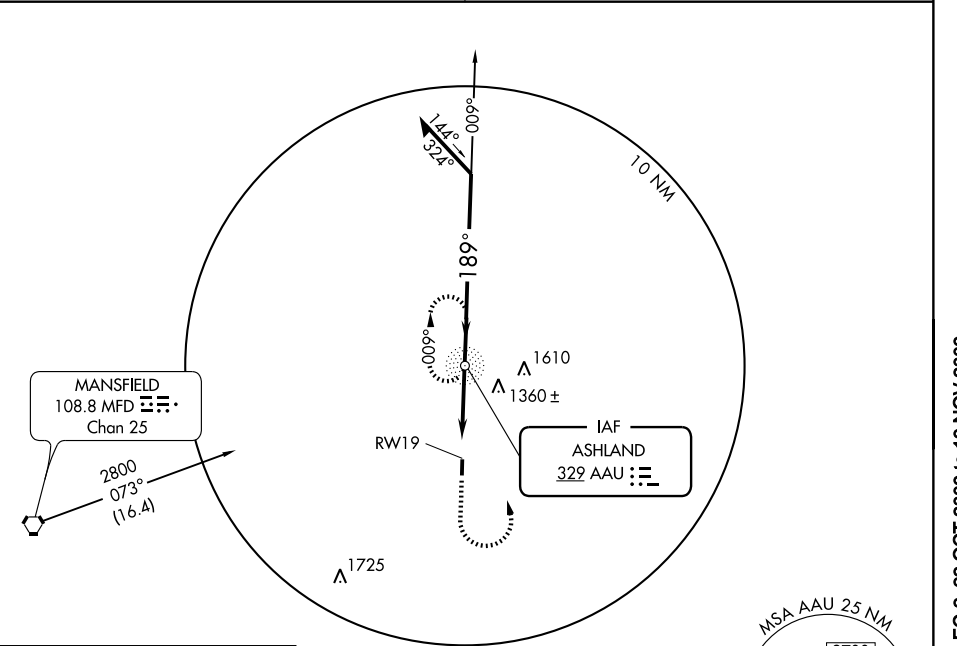
MISSED APPROACH: Climb to 2800, then
left turn direct AAU NDB and hold.

MANSFIELD APP CON ★

124.2 390.8

UNICOM

122.7 (CTAF) 1

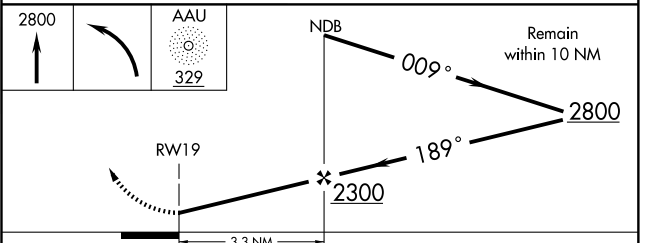


REIL Rwy 01 and 19 1

MIRL Rwy 01/19 1

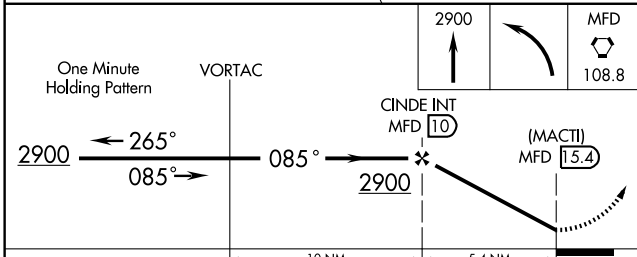
FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-19	1640-1	434 (500-1)	1640-1¼ 434 (500-1¼)	NA
CIRCLING	1640-1 434 (500-1)	1660-1 454 (500-1)	1660-1½ 454 (500-1½)	NA

<p>T</p> <p>A NA</p>	<p>If local altimeter setting not received, use Mansfield altimeter setting and increase all MDA's 60 feet.</p>	<p>MISSED APPROACH: Climb to 2900 then left turn direct MFD VORTAC and hold.</p>
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FAF to MAP 5.4 NM						CATEGORY	10 NM		5.4 NM		D
Knots	60	90	120	150	180		A	B	C		
Min:Sec	5:24	3:36	2:42	2:10	1:48	CIRCLING	1620-1 414 (500-1)	1660-1 454 (500-1)	1660-1½ 454 (500-1½)	NA	

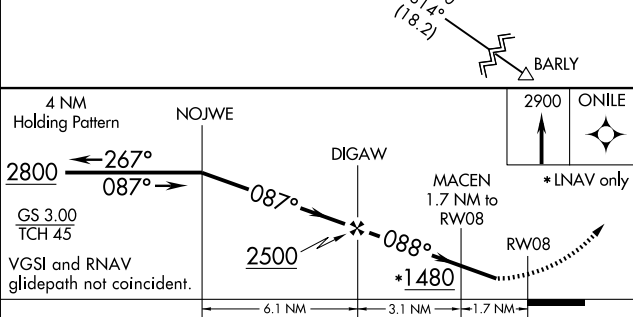
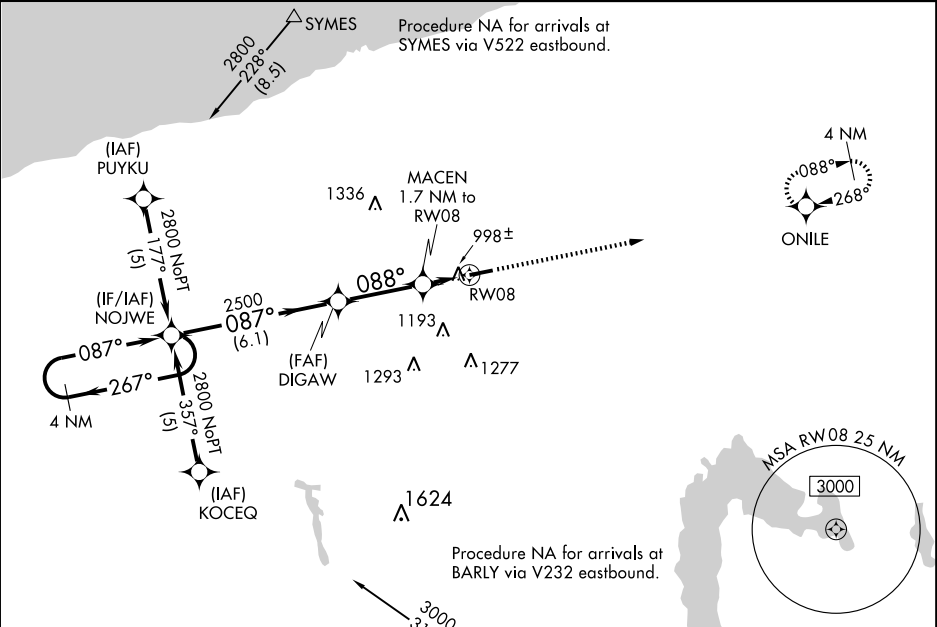
WAAS CH 58013 W08A	APP CRS 088°	Rwy Idg TDZE Apt Elev	5197 919 924
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RNAV (GPS) RWY 8
ASHTABULA COUNTY (HZY)

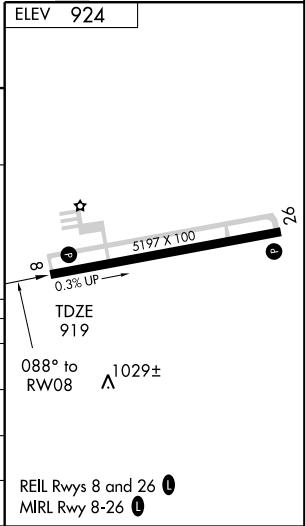
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2900 direct ONILE and hold.

ASOS 118.325	ERIE APP CON ★ 121.0	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF)	123.3 ⓪
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CATEGORY	A	B	C	D
LPV DA	1250-1¼ 331 (400-1¼)			
LNAV/VNAV DA	1268-1¼ 349 (400-1¼)			
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

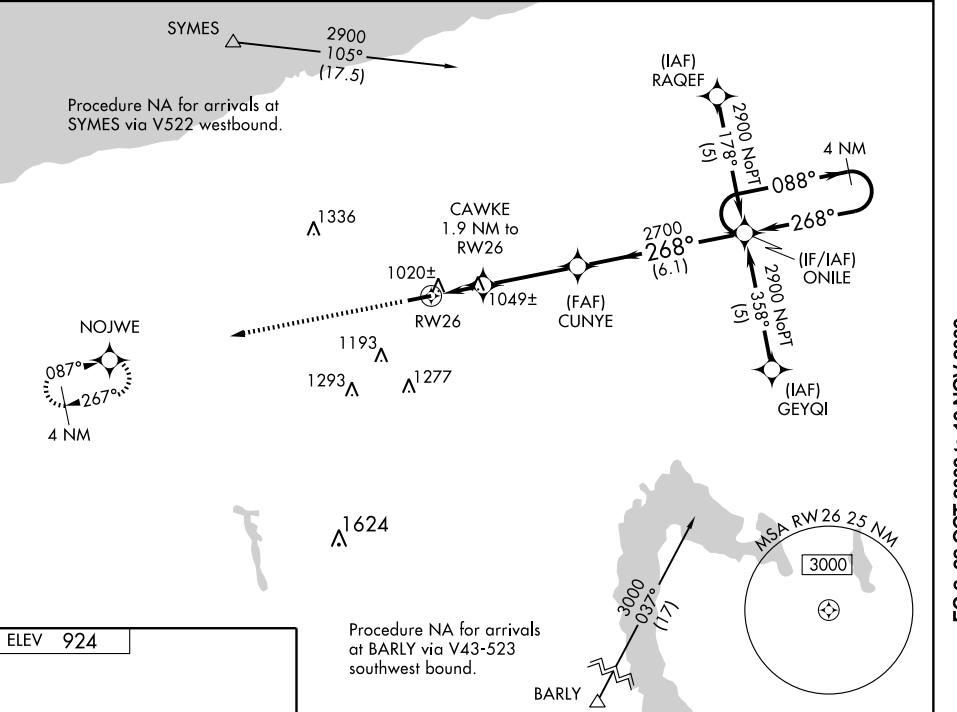


WAAS	APP CRS	Rwy Idg	5197
CH 72713	268°	TDZE	924
W26A		Apt Elev	924

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2800 direct NOJWE and hold.

ASOS 118.325	ERIE APP CON ★ 121.0	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF)	123.3 0
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ELEV 924

REIL Rwy 8 and 26 **0**

MIRL Rwy 8-26 **0**

CATEGORY	A		B		C		D	
	1239-1		315 (400-1)					
LPV DA								
LNAV/VNAV DA								
LNAV MDA								
CIRCLING								

MISSED APPROACH: Climb to 2800
direct JFN VOR/DME and hold.

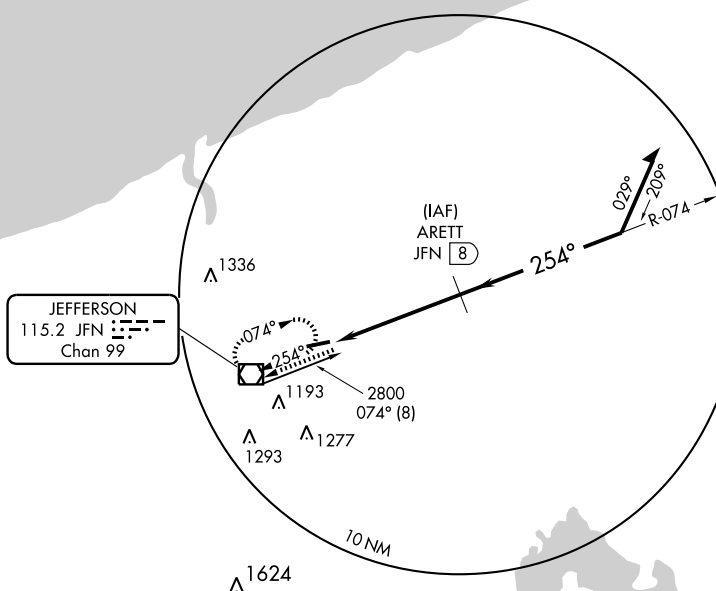
ASOS
118.325

ERIE APP CON ★
121.0

CLNC DEL (GCO)
121.725

UNICOM
122.8 (CTAF)

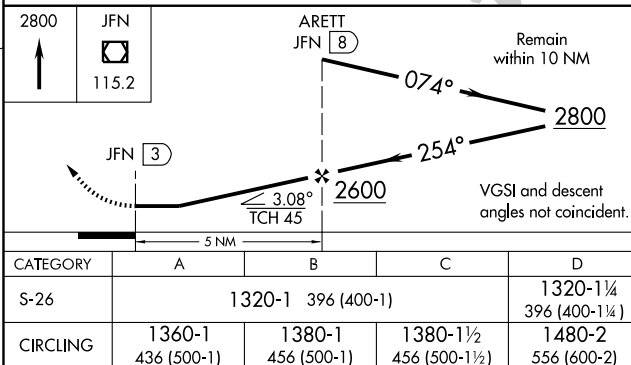
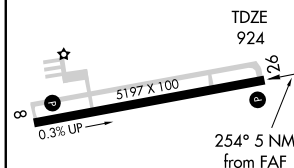
123.3 L



MSA JFN 25 NM

2900

ELEV 924

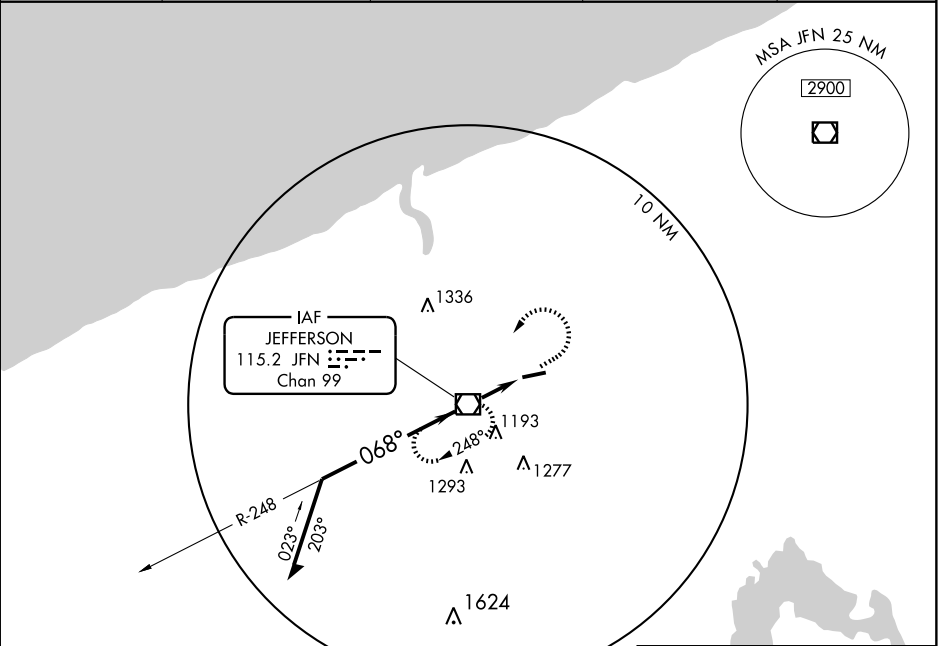
REIL Rwys 8 and 26 **L**MIRL Rwy 8-26 **L**

VOR/DME JFN	APP CRS	Rwy Idg	5197
115.2	068°	TDZE	919
Chan 99		Apt Elev	924

VOR RWY 8
ASHTABULA COUNTY (HZY)

▲ NA	MISSED APPROACH: Climb to 2800 then left turn direct JFN VOR/DME and hold.			
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ASOS 118.325	ERIE APP CON ★ 121.0	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF)	123.3 0
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ELEV 924

REIL Rwy 8 and 26 0
MIRL Rwy 8-26 0

FAF to MAP 2.2 NM

Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

Remain within 10 NM

2800

248°

068°

VORTAC

1700

3.23°

TCH 45

2.2 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-8	1300-1 381 (400-1)			1300-1¼ 381 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

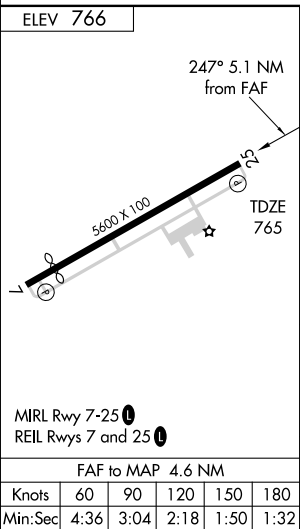
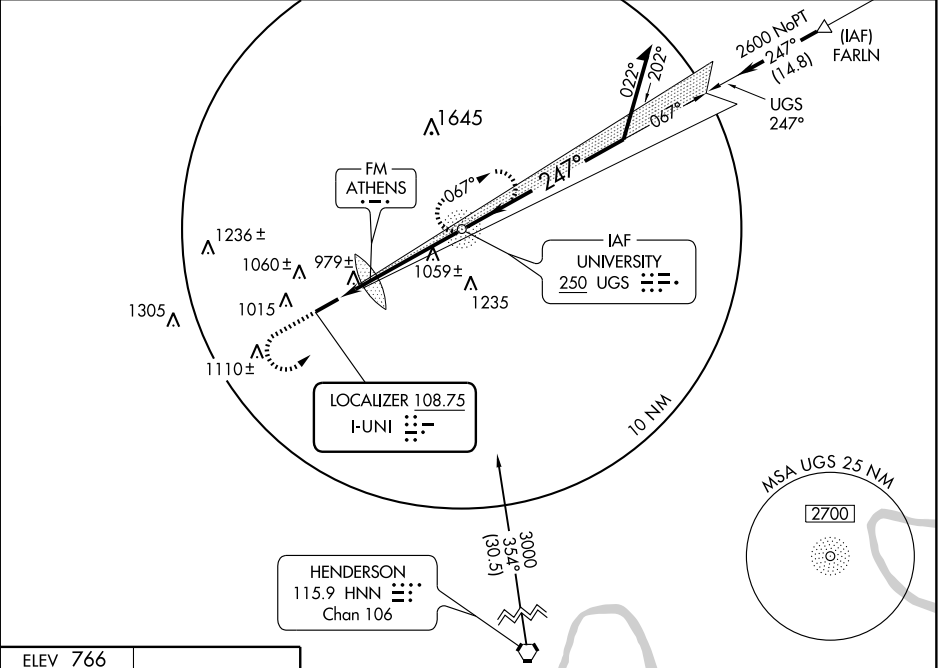
LOC I-UNI	APP CRS	Rwy Idg TDZE	5600
108.75	247°	Apt Elev	765
			766

ILS or LOC RWY 25

ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

ADF REQUIRED If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DH's and MDA's 100 feet.	MISSED APPROACH: Climb to 3000, then left turn direct UGS NDB and hold.
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AWOS-3 128.325	HUNTINGTON APP CON 120.95 270.1	CLNC DEL 120.95	UNICOM 123.075 (CTAF) 0
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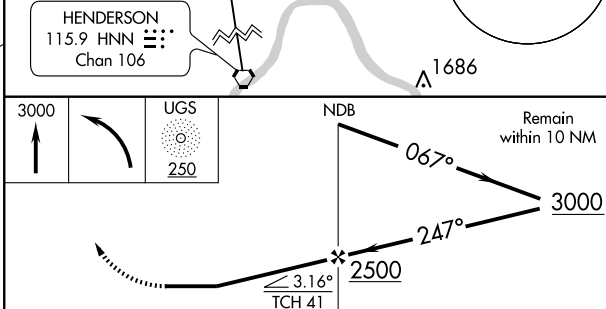
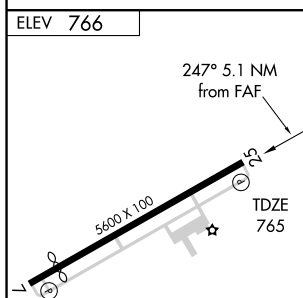
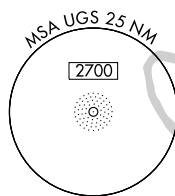
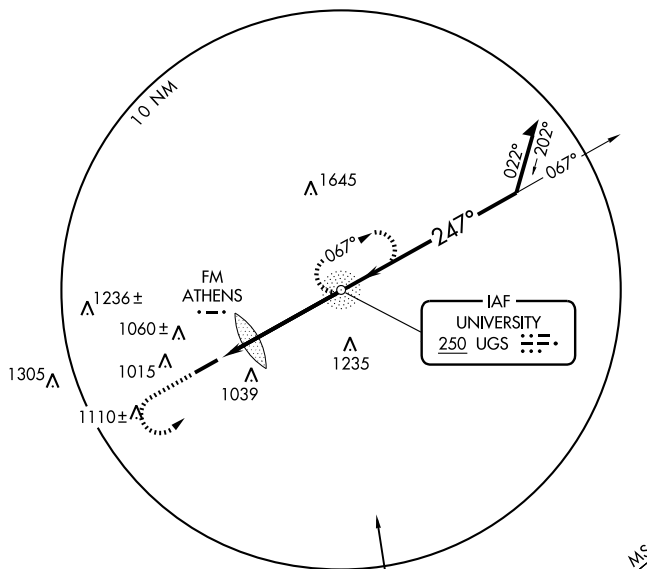




<div><div>3000</div><div>UGS 250</div><div>FM ATHENS</div><div>1320</div><div>2449</div><div>2600</div><div>LOC unusable from MAP inbound.</div><div>1.3 NM</div><div>3.8 NM</div></div>				
<div><div>247° 5.1 NM from FAF</div><div>5600 X 100</div><div>TDZE 765</div></div>				
<div><div>247°</div><div>067°</div><div>2600 NoPT 247° (1.48) (IAF) FARLIN</div><div>UGS 247°</div><div>022°</div><div>202°</div><div>067°</div><div>1645</div><div>1236 ±</div><div>1060 ±</div><div>979 ±</div><div>1015 ±</div><div>1110 ±</div><div>1235</div><div>1059 ±</div><div>LOCALIZER 108.75 I-UNI</div><div>10 NM</div><div>MSA UGS 25 NM</div><div>2700</div><div>3000</div><div>3050</div><div>3000</div><div>3000</div><div>GS 3.00°</div><div>TCH 50</div><div>Remain within 10 NM</div></div>				
CATEGORY	A	B	C	D
S-ILS 25	974-1 209 (300-1)			
S-LOC 25	1320-1	555 (600-1)	1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)
FM MINIMUMS				
S-LOC 25	1240-1	475 (500-1)	1240-1¼ 475 (500-1¼)	1240-1½ 475 (500-1½)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

ATHENS (ALBANY)/OHIO UNIVERSITY SNYDER FIELD (UNI)

MISSED APPROACH: Climb to 3000, then left turn direct UGS NDB and hold.

AWOS-3 128.325	HUNTINGTON APP CON 120.95 270.1	CLNC DEL 120.95	UNICOM 123.075 (CTAF) 0
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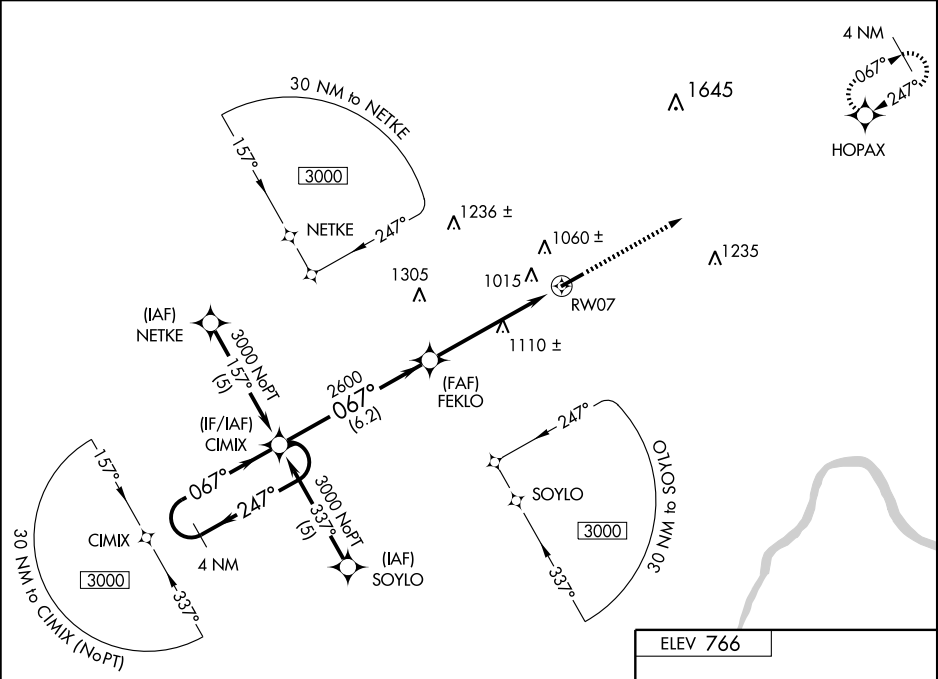
MIRL Rwy 7-25  REIL Rwy 7 and 25 		5.1 NM				
		CATEGORY	A	B	C	D
FAF to MAP 5.1 NM		S-25	1380-1 615 (700-1)		1380-1 615 (700-1 3/4) 615 (700-2)	1380-2 615 (700-2)
Knots	60	90	120	150	180	
Min:Sec	5:06	3:24	2:33	2:02	1:42	
			CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1 654 (700-1 3/4) 654 (700-2)

▲ NA

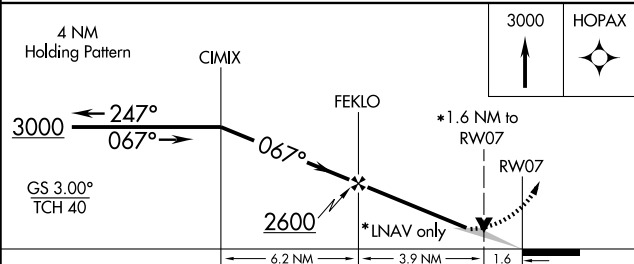
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F).
If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase DA and all MDAs 100 feet.
Baro-VNAV and VDP NA with Parkersburg, WV altimeter setting.

MISSED APPROACH: Climb to 3000 direct HOPAX and hold.

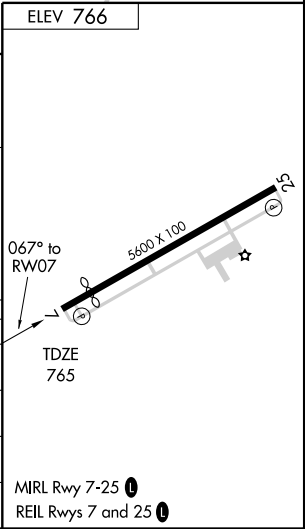
AWOS-3 128.325	HUNTINGTON APP CON 120.95 270.1	CINC DEL 120.95	UNICOM 123.075 (CTAF) 1
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ELEV 766



CATEGORY	A	B	C	D
LPV DA	NA			
RNAV/VNAV DA	1360-2¼		595 (600-2¼)	
RNAV MDA	1360-1	595 (600-1)	1360-1½ 595 (600-1½)	1360-1¾ 595 (600-1¾)
CIRCLING	1380-2¼ 614 (700-2¼)	1420-2¼ 654 (700-2¼)		



ATHENS (ALBANY), OHIO

APP CRS	Rwy Idg	5600
247°	TDZE	765
	Apt Elev	766

AL-5861 (FAA)

RNAV (GPS) RWY 25

ATHENS (ALBANY)/OHIO UNIVERSITY SNYDER FIELD (UN)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F).
If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase DA and all MDAs 100 feet.
Baro-VNAV and VDP NA with Parkersburg, WV altimeter setting.

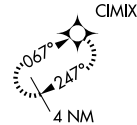
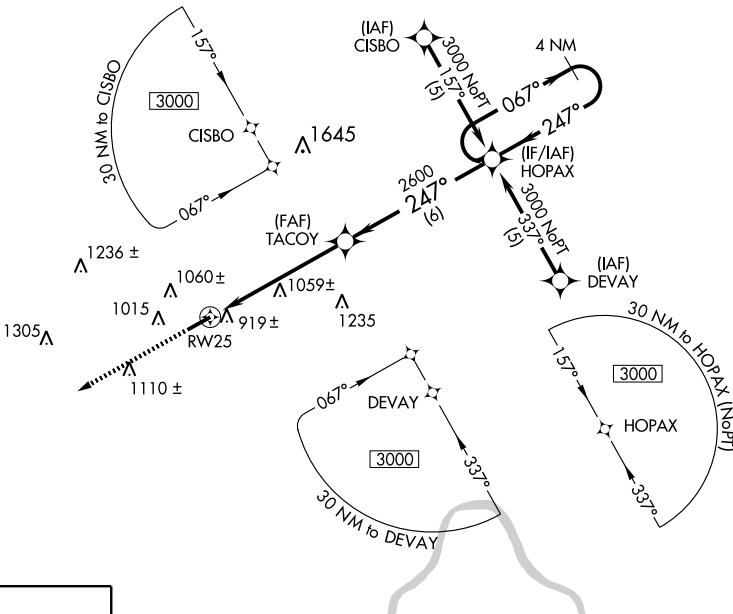
MISSED APPROACH: Climb to 3000
direct CIMIX WPT and hold.

AWOS-3
128.325

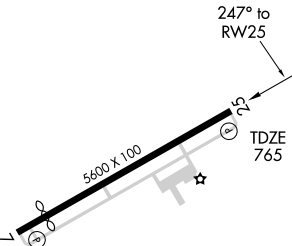
HUNTINGTON APP CON
120.95 270.1

CLNC DEL
120.95

UNICOM
123.075 (CTAF) 0

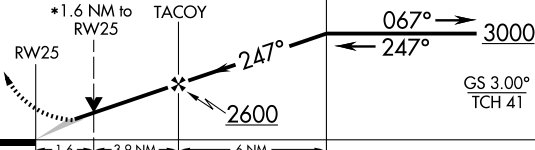


ELEV 766



3000 CIMIX

* LNAV only



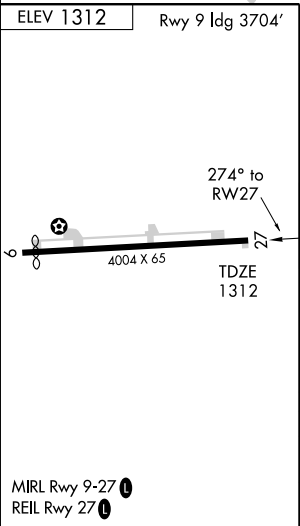
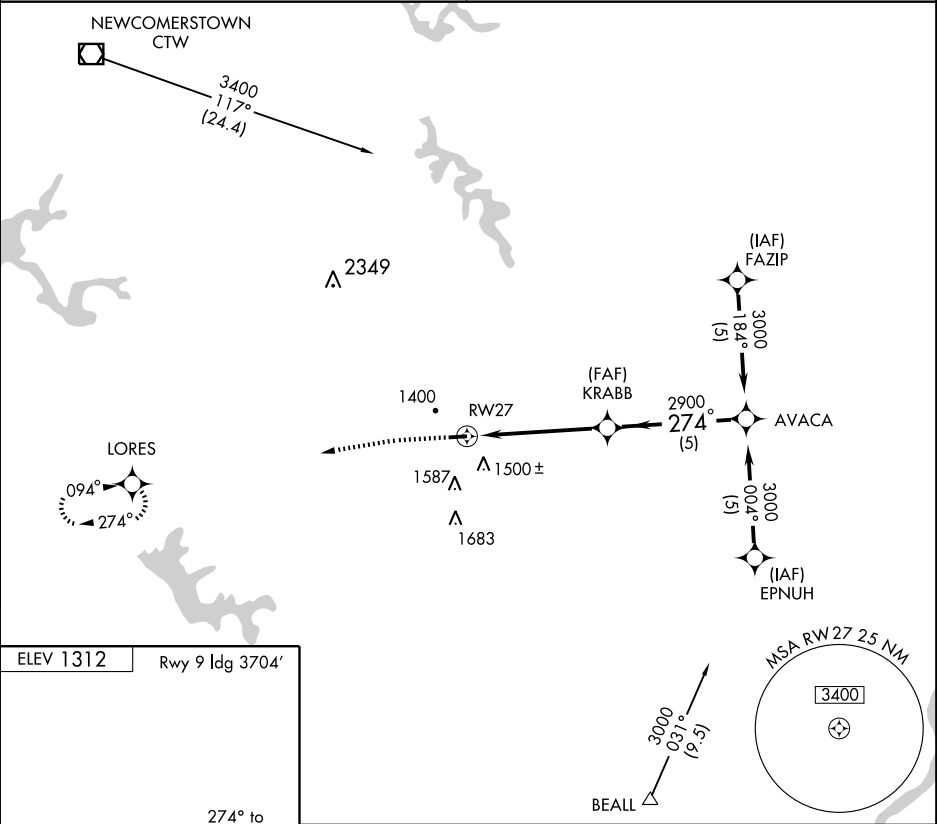
CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	1180-1½ 415 (500-1½)			
LNAV MDA	1320-1	555 (600-1)	1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1½ 614 (700-1½)	1420-1½ 654 (700-1½)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

APP CRS	Rwy Idg	4004
274°	TDZE	1312
	Apt Elev	1312

GPS RWY 27
BARNESVILLE-BRADFIELD (6G5)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Wheeling, WV altimeter setting.</div>	MISSED APPROACH: Climb to 3000, then left turn direct LORES WP and hold.
CLEVELAND CENTER 120.4 257.975	UNICOM 123.0 (CTAF) 1

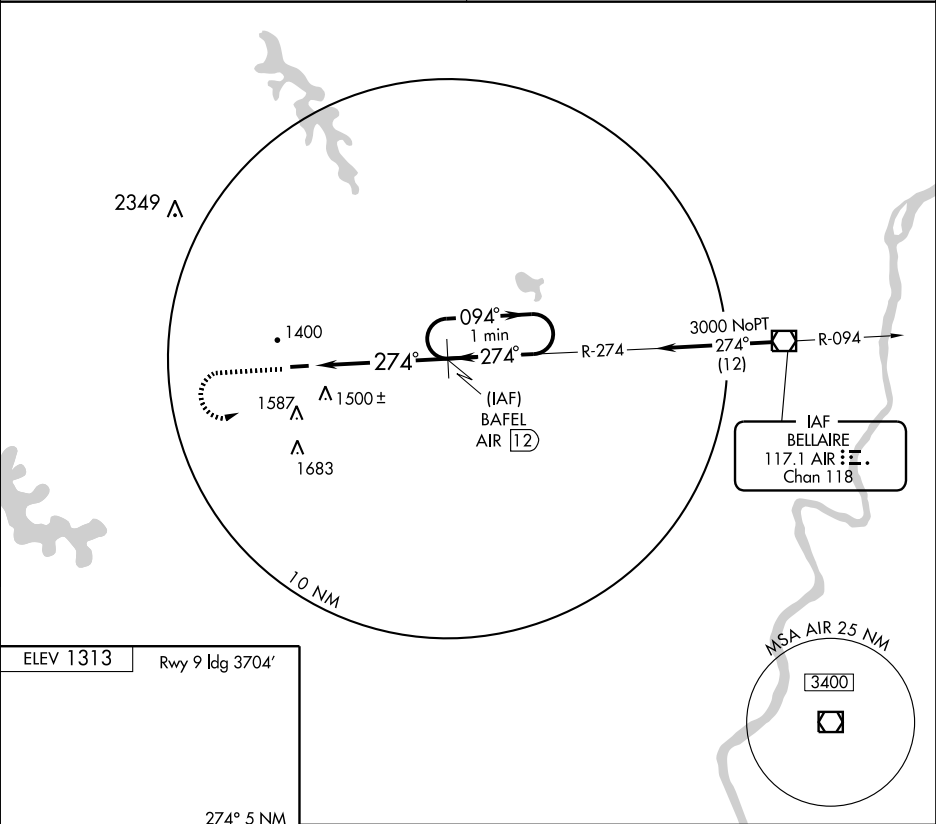


<div><div>3000</div><div>LORES</div></div>			
<div><div>RW27</div><div>KRABB</div><div>2900</div><div>274°</div><div>3000</div><div>AVACA</div><div>Procedure Turn NA</div></div>			
5 NM 5 NM			
CATEGORY	A	B	C D
S-27	1840-1	528 (600-1)	NA
CIRCLING	1880-1	568 (600-1)	NA

VOR/DME AIR 117.1 Chan 118	APP CRS 274°	Rwy Idg TDZE Apt Elev	4004 1313 1313
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VOR/DME RWY 27
BARNESVILLE-BRADFIELD (6G5)

<div><div>▼</div><div>NA</div></div> <div>Use Wheeling, WV altimeter setting.</div>	MISSED APPROACH: Climb to 3000, then left turn via AIR R-274 to BAFEL/12 DME and hold.
CLEVELAND CENTER 120.4 257.975	UNICOM 123.0 (CTAF) 0



ELEV 1313

Rwy 9 Idg 3704'

274° 5 NM from FAF

4004 X 65

27

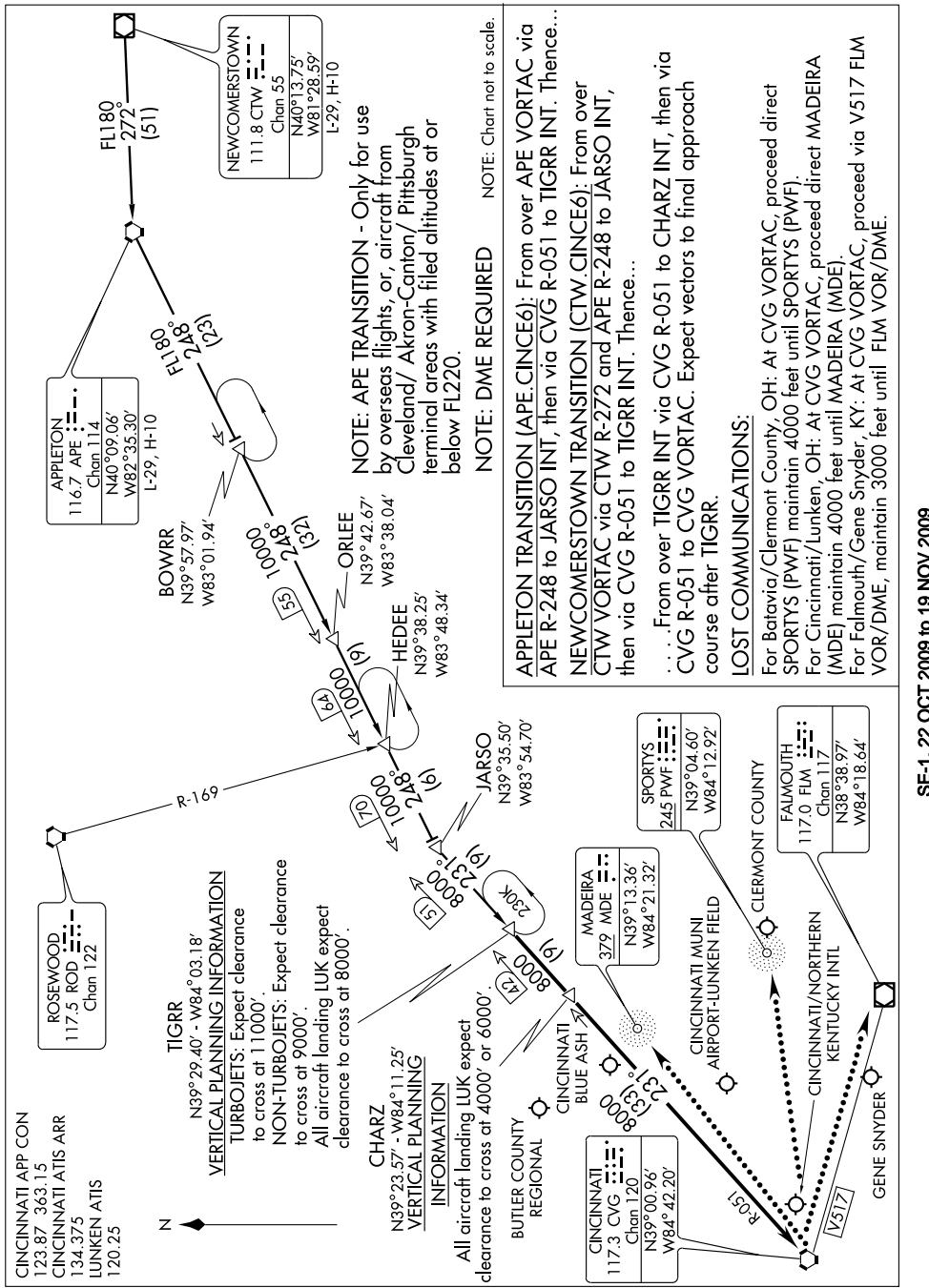
TDZE 1313

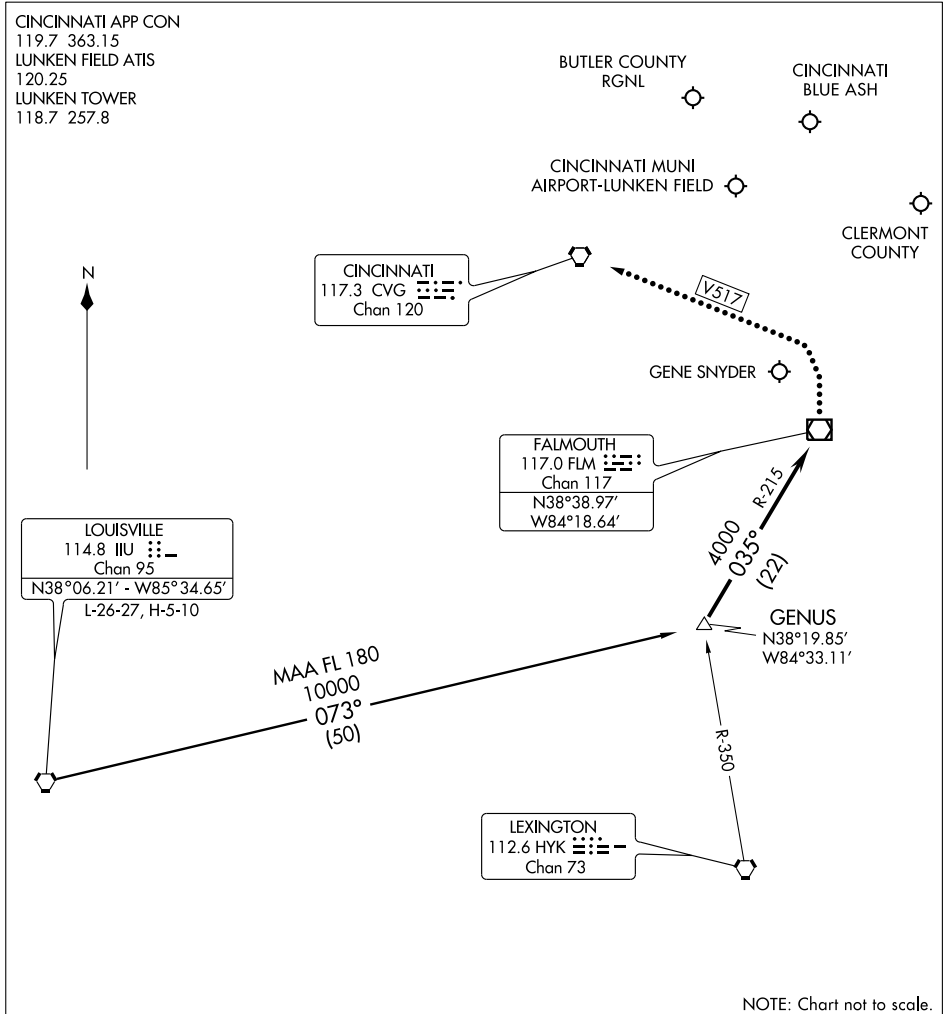
MIRL Rwy 9-27 0

REIL Rwy 27 0

Knots	60	90	120	150	180
Min:Sec					

3000	AIR R-274 117.1	BAFEL AIR 12	One Minute Holding Pattern	
274°		AIR 17	094°	3000
274°		5 NM	274°	
CATEGORY	A	B	C	D
S-27	1840-1	527 (600-1)	NA	
CIRCLING	1880-1	567 (600-1)	NA	





ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

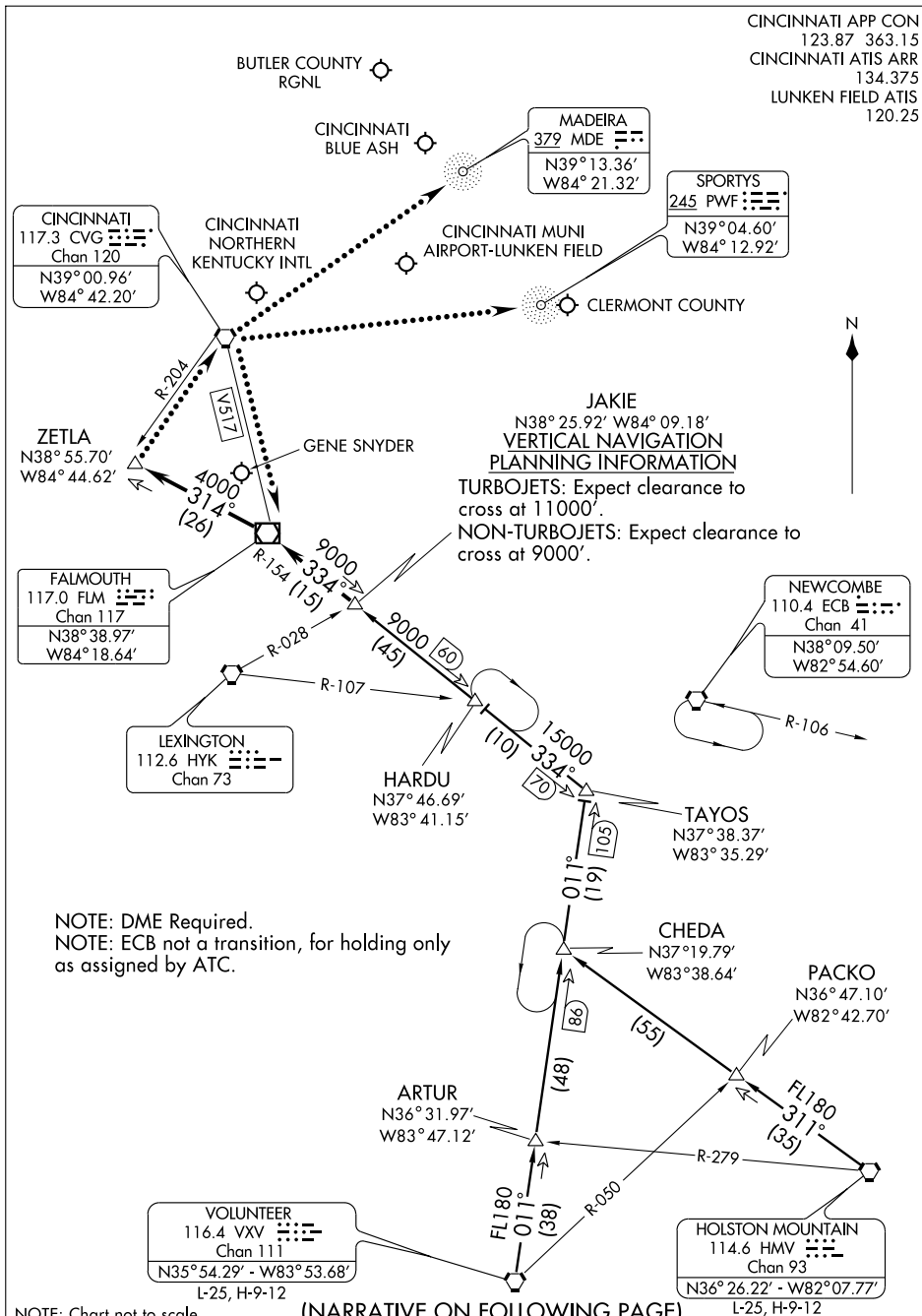
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

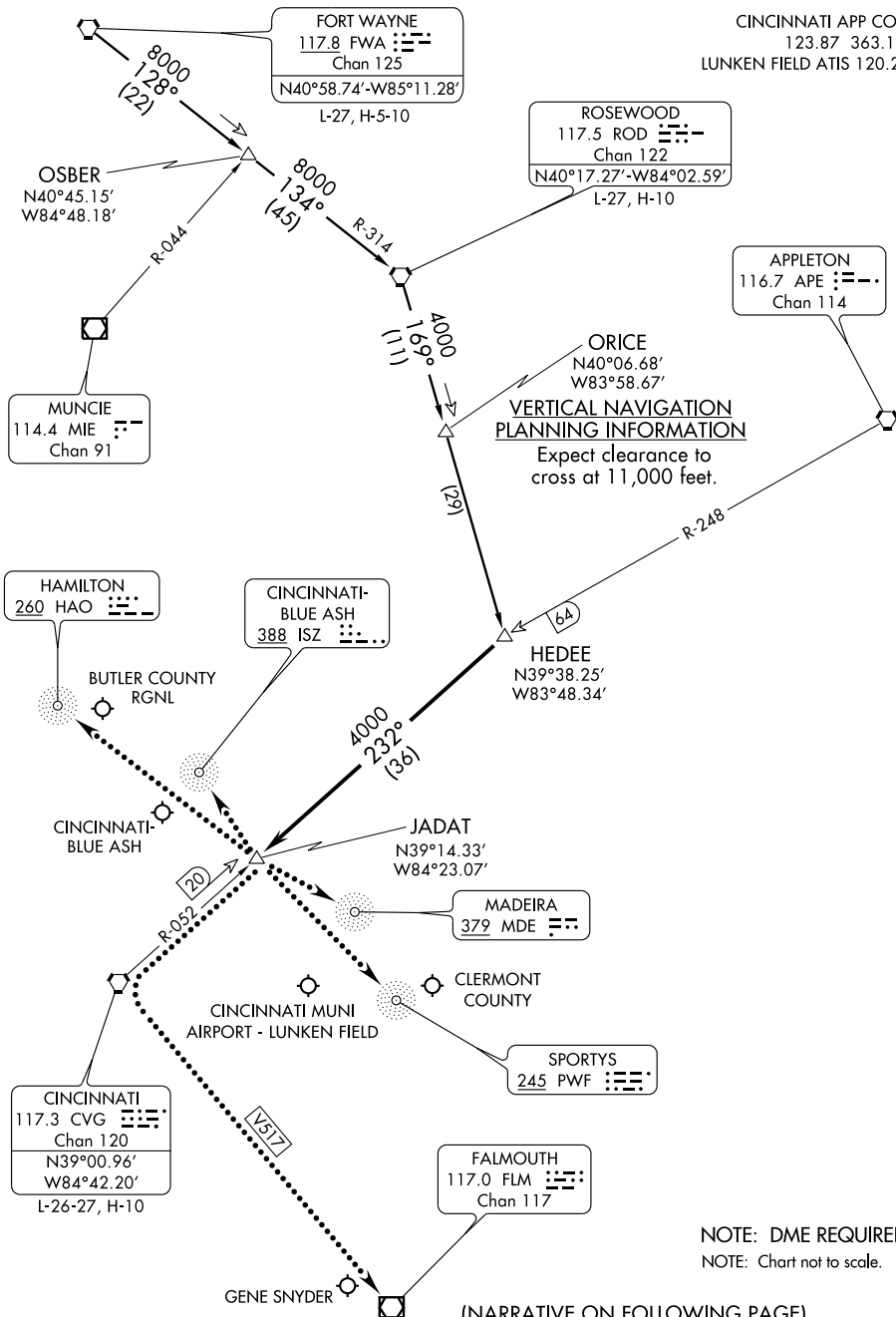
HEDEE ONE ARRIVAL

CINCINNATI, OHIO

CINCINNATI APP CON

123.87 363.15

LUNKEN FIELD ATIS 120.25



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.

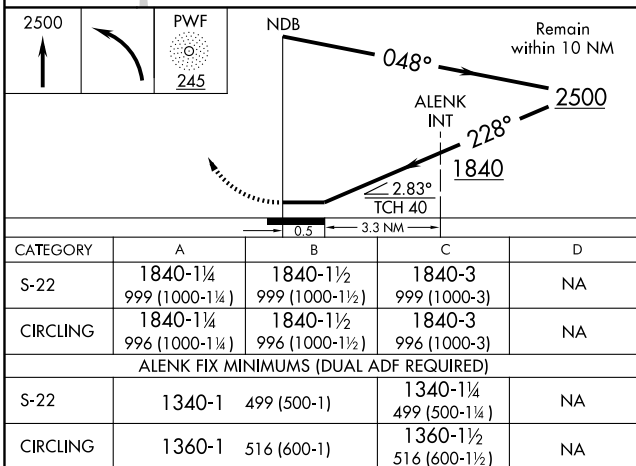
Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.



APP CRS 040°	Rwy Idg TDZE Apt Elev	3170 841 844
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RNAV (GPS) RWY 4

BATAVIA / CLERMONT COUNTY (I69)

A NA DME/DME RNP-0.3 NA. Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

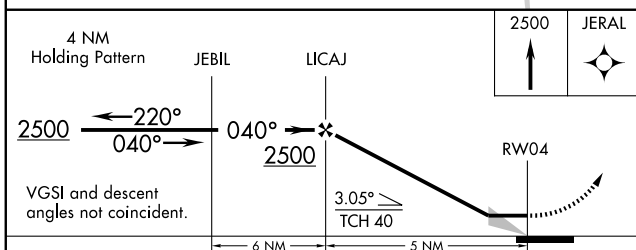
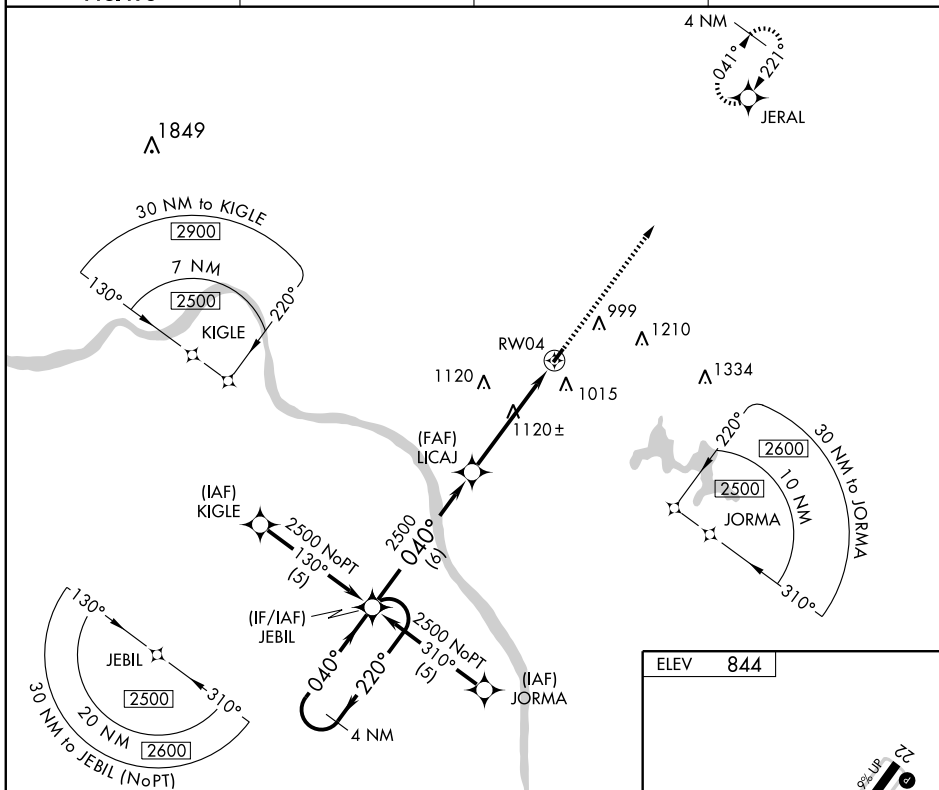
MISSED APPROACH: Climb to 2500 direct JERAL and hold.

CINCINNATI-BLUE ASH
AWOS-3
118.475

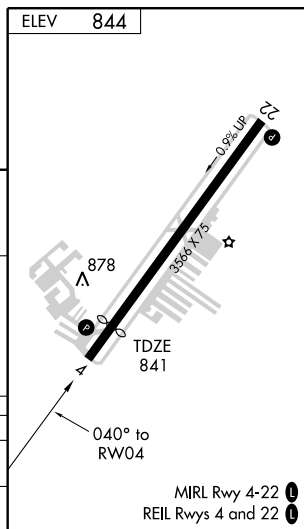
CINCINNATI APP CON
121.0 257.725

CLNC DEL
124.9

UNICOM
122.975 (CTAF) **L**

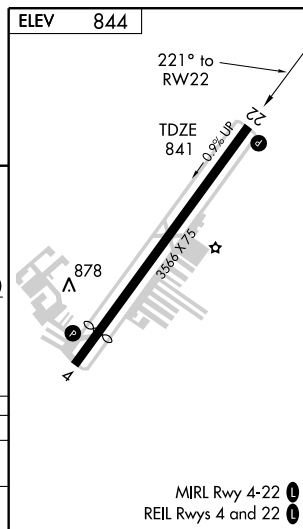


CATEGORY	A	B	C	D
LNAV MDA	1460-1 619 (700-1)		1460-1 34 619 (700-1 34)	NA
CIRCLING	1460-1 616 (700-1)		1460-1 34 616 (700-1 34)	NA



MISSED APPROACH: Climb to 2500 direct JEBIL and hold.

UNICOM
122.975 (CTAF) **L**



VOR or GPS-A
BEACH CITY (2D7)

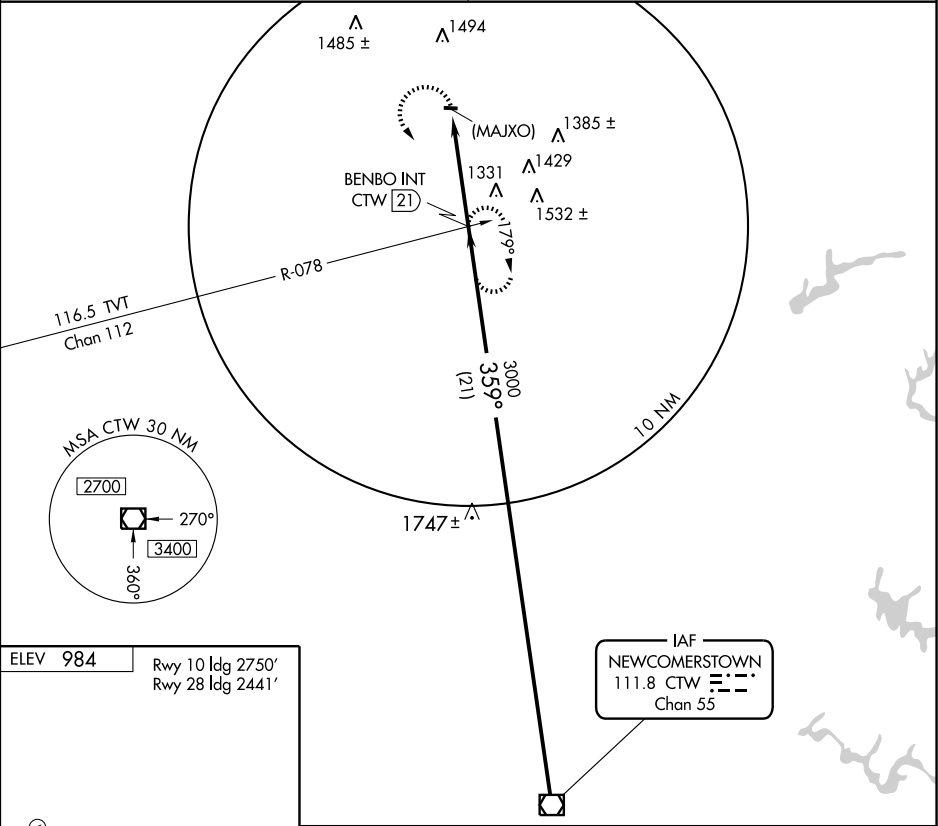
VOR/DME CTW 111.8 Chan 55	APP CRS 359°	Rwy ldg TDZE Apt Elev	N/A N/A 984
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Use Akron-Canton altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via CTW R-359 to BENBO INT/CTW 21 DME and hold.

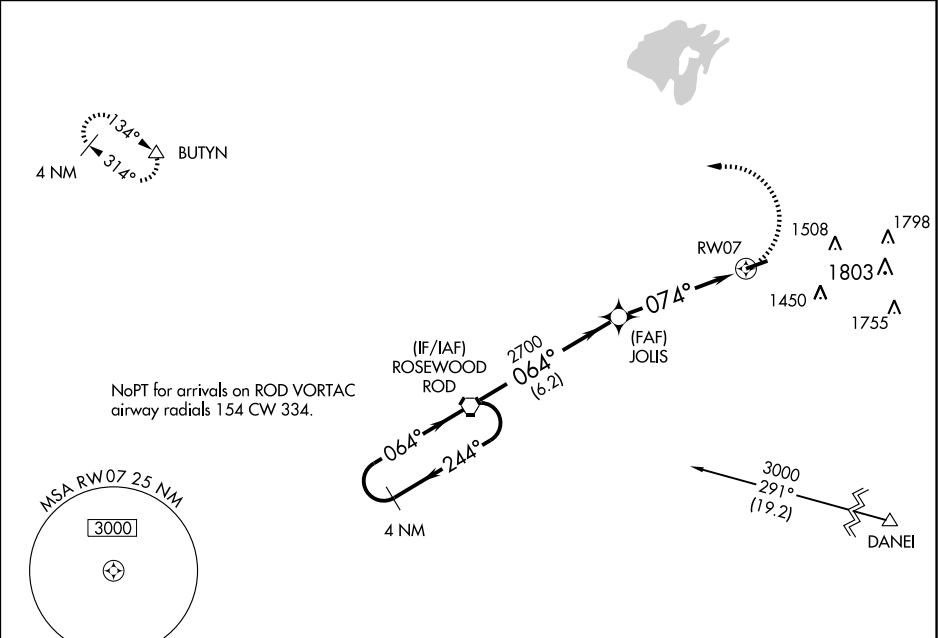
AKRON-CANTON APP CON ★
125.5 371.875

UNICOM
122.8 (CTAF) 122.85



ELEV 984	Rwy 10 ldg 2750' Rwy 28 ldg 2441'
REIL Rwy 10 and 28 LIRL Rwy 10-28	
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

3000 CTW R-359 111.8	BENBO INT CTW 21	BENBO INT CTW 21	VOR/DME 3000	Procedure Turn NA
(MAJXO) 359° 4.2 NM		359° 21 NM		
CATEGORY	A	B	C	D
CIRCLING	1720-1 736 (800-1)	NA		



ELEV 1123				
<div>4 NM Holding Pattern VORTAC</div> <div>3000 ← 244° 064° →</div> <div>JOLIS</div> <div>2700</div> <div>1.1 NM to RWY 07</div> <div>RWY 07</div> <div>3.00° TCH 41</div> <div>6.2 NM</div> <div>3.8 NM</div> <div>1.1 NM</div> <div>3000 BUTYN</div>				
CATEGORY	A	B	C	D
RNAV MDA	1480-1 367 (400-1)			1480-1 367 (400-1 1/4)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1 517 (600-1 1/2)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
RNAV MDA	1580-1 467 (500-1)	1580-1 467 (500-1 1/4)	1580-1 467 (500-1 1/2)	
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1 617 (700-1 3/4)	1820-2 697 (700-2 1/4)
MIRL Rwy 7-25 1 REIL Rwy 7 and 25 1				

APP CRS	Rwy Idg	4999
254°	TDZE	1123
	Apt Elev	1123

RNAV (GPS) RWY 25

BELLEFONTAINE RGNL (EDJ)



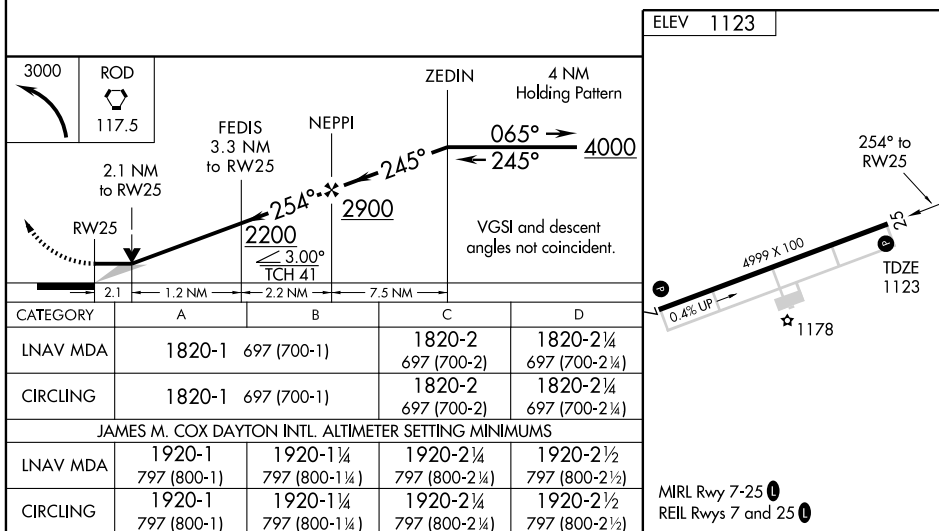
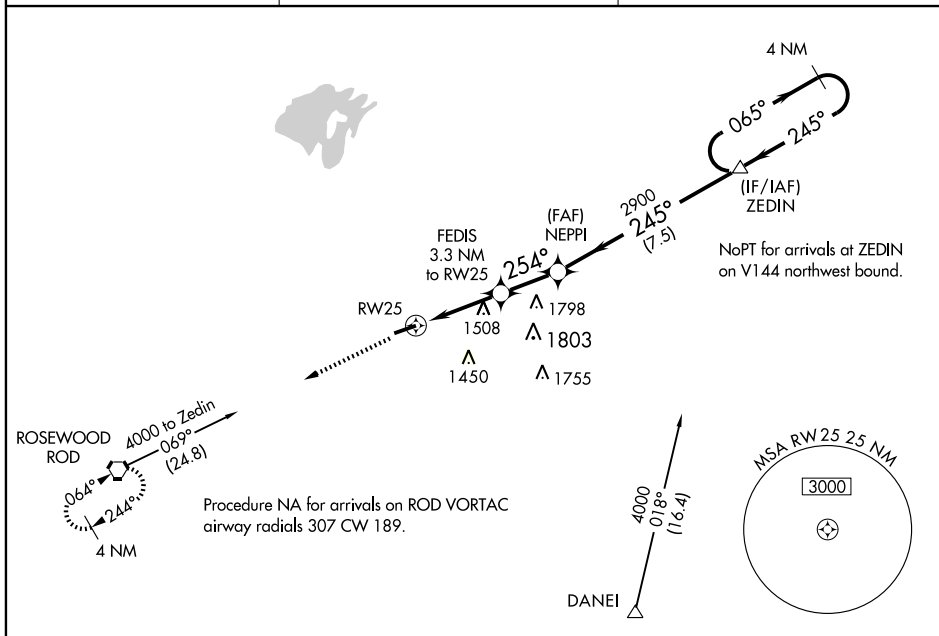
Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Int'l altimeter setting. VDP NA with James M. Cox Int'l altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.



MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

AWOS-3
118.075

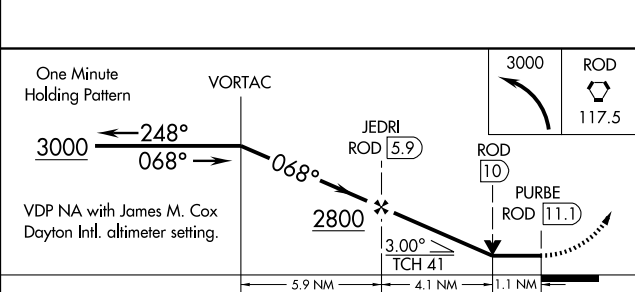
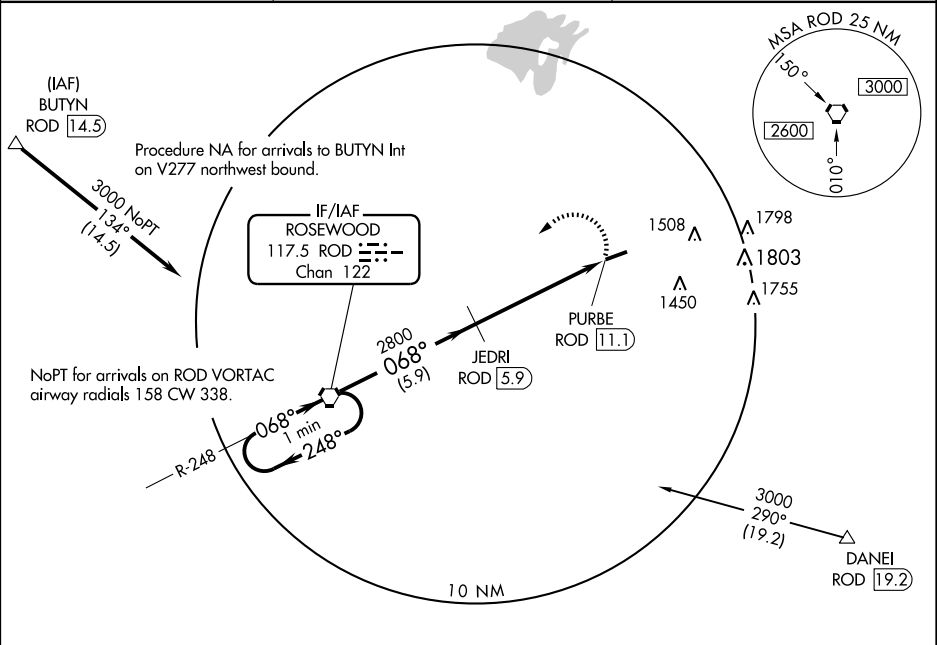
DAYTON APP CON
118.425 294.5

UNICOM
122.8 (CTAF) **L**

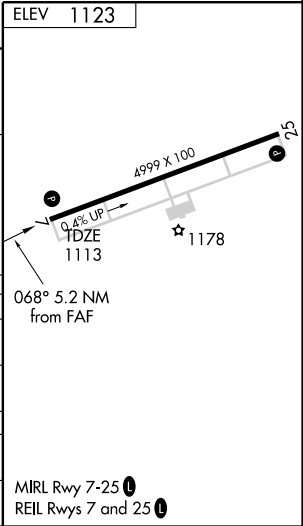
VORTAC ROD 117.5 Chan 122	APP CRS 068°	Rwy Idg TDZE Apt Elev 4999 1113 1123
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VOR/DME RWY 7
BELLEFONTAINE RGNL (EDJ)

<p>NA Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Intl altimeter setting.</p>		MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.
AWOS-3 118.075	DAYTON APP CON 118.425 294.5	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-7	1480-1 367 (400-1)			1480-1 ¼ 367 (400-1 ¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1 ½ 517 (600-1 ½)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-7	1580-1 467 (500-1)		1580-1 ¼ 467 (500-1 ¼)	1580-1 ½ 467 (500-1 ½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1 ¾ 617 (700-1 ¾)	1820-2 ¼ 697 (700-2 ¼)

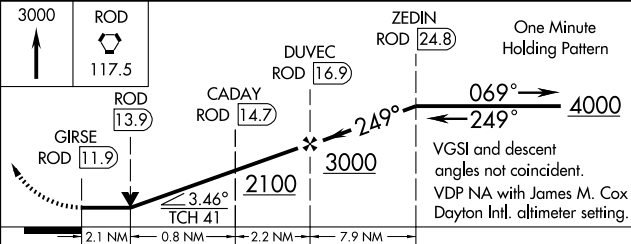
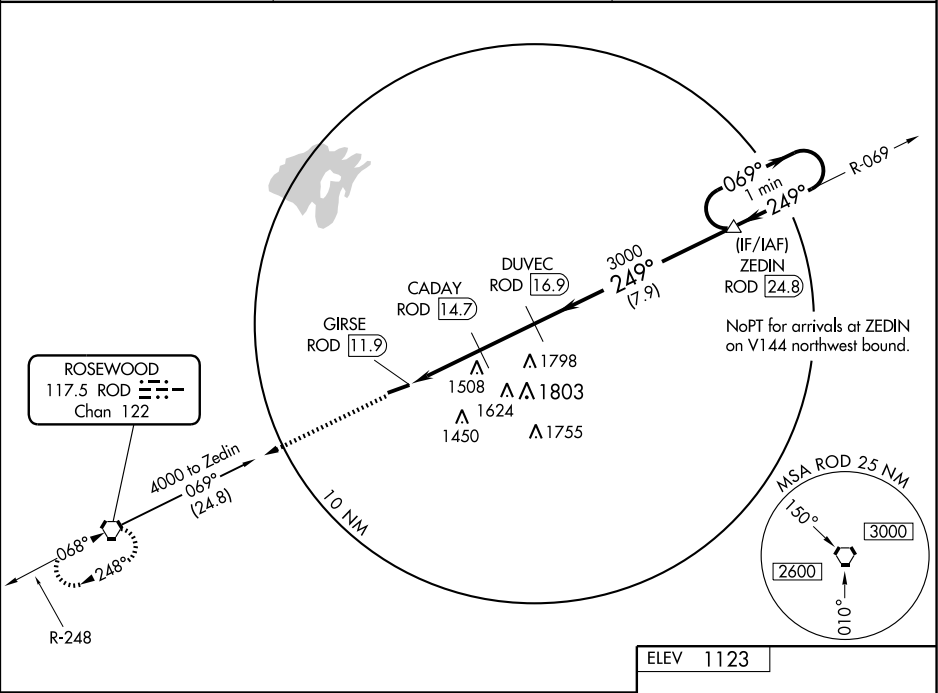


VORTAC ROD	APP CRS	Rwy Idg	4999
117.5	249°	TDZE	1123
Chan 122		Apt Elev	1123

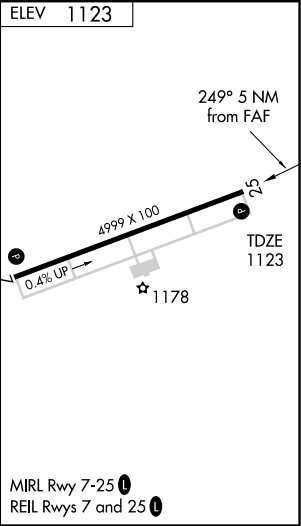
VOR/DME RWY 25
BELLEFONTAINE RGNL (EDJ)

<div><div>▼</div><div>▲ NA</div></div>	Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Intl altimeter setting.	MISSED APPROACH: Climb to 3000 direct ROD VORTAC and hold.
--	---	--

AWOS-3 118.075	DAYTON APP CON 118.425 294.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-25	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
CIRCLING	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-25	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)
CIRCLING	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)



APP CRS	Rwy Idg	4126
237°	TDZE	850
	Apt Elev	851

RNAV (GPS) RWY 23

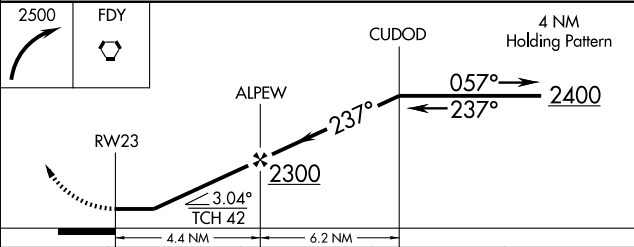
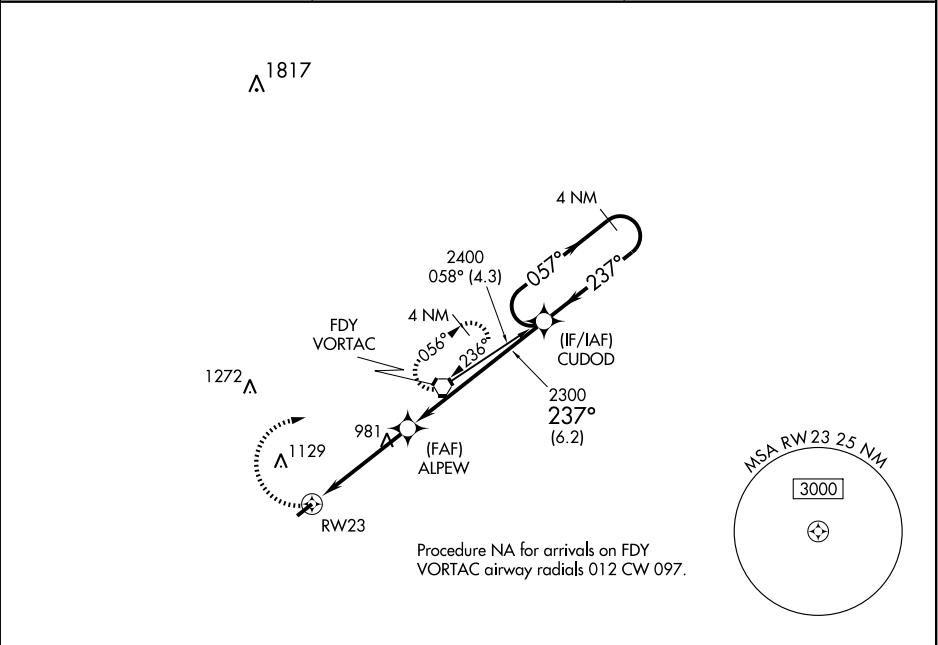
BLUFFTON (5G7)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received use Lima Allen County altimeter setting and increase all MDA 20 feet and Circling Cat D visibility ¼ mile.

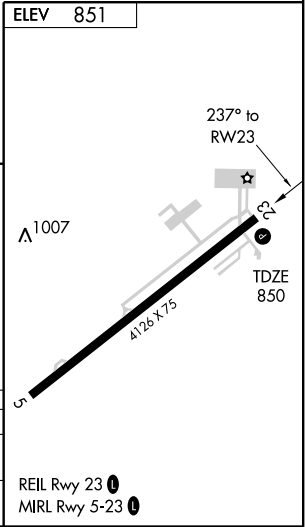
▲ NA

MISSED APPROACH: Climbing right turn to 2500 direct FDY VORTAC and hold.

FINDLAY ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1280-1	430 (500-1)	1280-1 ¼ 430 (500-1 ¼)	1280-1 ½ 430 (500-1 ½)
CIRCLING	1340-1	489 (500-1)	1340-1 ½ 489 (500-1 ½)	1520-2 669 (700-2)

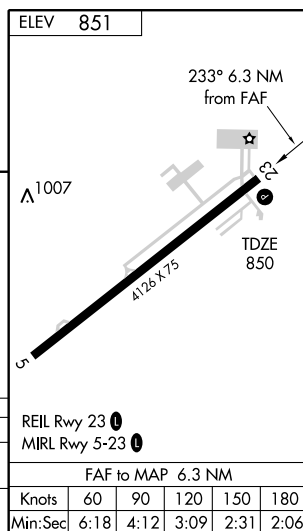
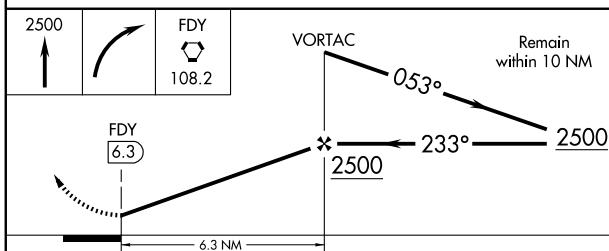
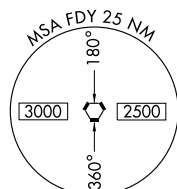
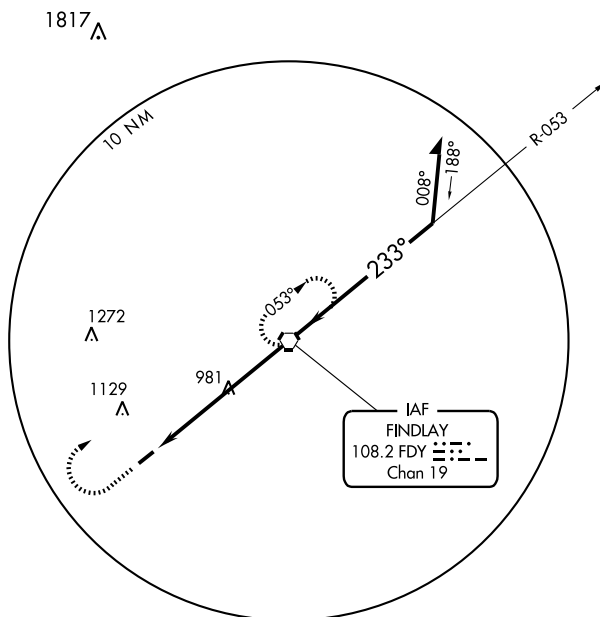


Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received, use Lima Allen County altimeter setting and increase all MDA 20 feet, and Circling Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2500 then right turn direct FDY VORTAC and hold.

FINDLAY ASOS
124.425

TOLEDO APP CON
120.8 317.55

UNICOM
122.8 (CTAF) **L**

WAAS CH 62803 W10A	APP CRS 096°	Rwy Idg TDZE Apt Elev	4199 673 673
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 10

BOWLING GREEN / WOOD COUNTY (1G0)

T If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet.

A NA DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 direct MELIS and hold.

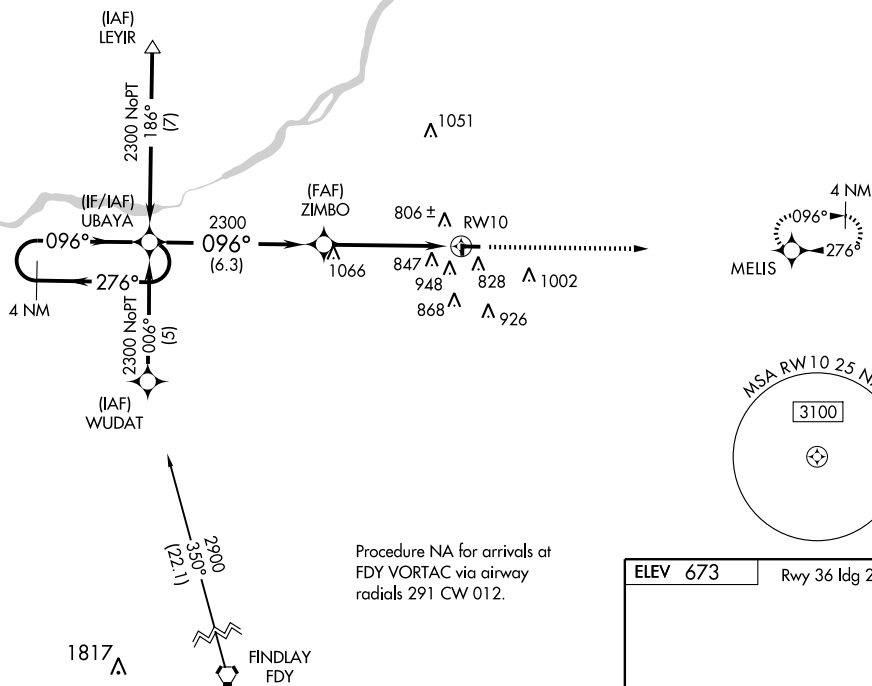
AWOS-3
120.725

TOLEDO APP CON
126-1 317-55

CLNC DEL
125.6

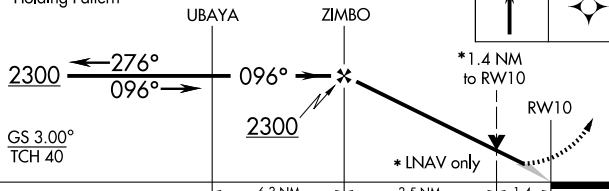
UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at
LEYIR via V6 westbound.



Procedure NA for arrivals at
FDY VORTAC via airway
radials 291 CW 012.

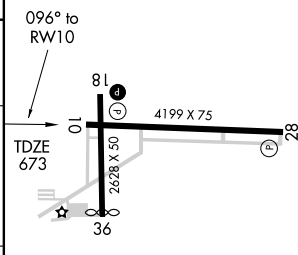
4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	926-1 253 (300-1)			
LNAV MDA	1160-1	487 (500-1)	1160-1 $\frac{1}{4}$ 487 (500-1 $\frac{1}{4}$)	1160-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$)
CIRCLING	1300-1	627 (700-1)	1300-1 $\frac{3}{4}$ 627 (700-1 $\frac{3}{4}$)	1320-2 647 (700-2)

ELEV 673

Rwy 36 Idg 2571'



REIL Rwy 10, 18 and 28 **L**
MIRL Rwy 10-28 and 18-36 **L**

▼

▲ NA

If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct ZABDU and hold.

AWOS-3 120.725	TOLEDO APP CON 126.1 317.55	CLNC DEL 125.6	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

JUMAK

IYOB

2300 ← 004° 184° → 2300

GS 3.00° TCH 40

*1.9 NM to RW18

*LNAV only.

RW18

6.3 NM 3 NM 1.9 NM

2400 ZABDU

CATEGORY	A	B	C	D
LPV DA	922-1	250 (300-1)	NA	
LNAV MDA	1320-1	648 (700-1)	NA	
CIRCLING	1320-1	647 (700-1)	NA	

ELEV 673 Rwy 36 Idg 2571'

TDZE 672

184° to RW18

81 10 36

4199 X 75

2628 X 50

28

REIL Rwy 10, 18 and 28 0
MIRL Rwy 10-28 and 18-36 0

EC-2: 22 OCT 2009 to 19 NOV 2009

WAAS CH 82702 W28A	APP CRS 276°	Rwy Idg TDZE Apt Elev	4199 673 673
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RNAV (GPS) RWY 28

BOWLING GREEN / WOOD COUNTY (1G0)

NA If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet.
DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

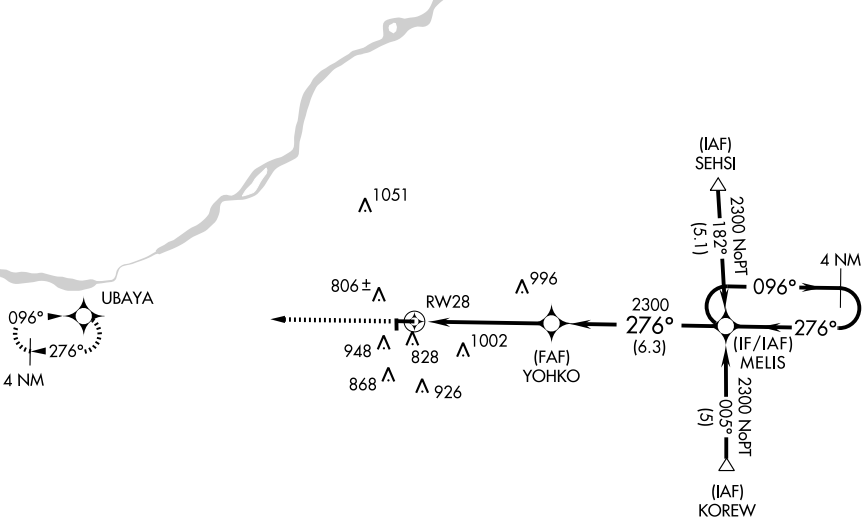
MISSED APPROACH: Climb to 2300 direct UBAYA and hold.

AWOS-3
120.725

TOLEDO APP CON
126.1 317.55

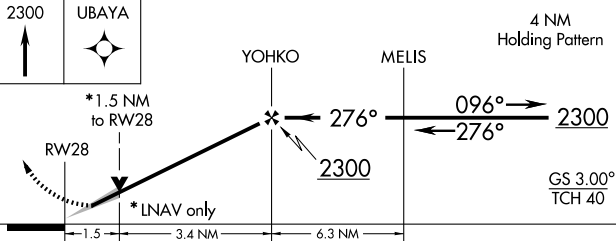
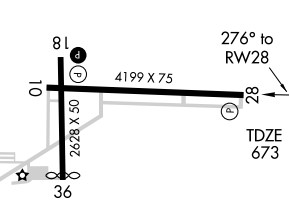
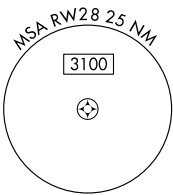
CLNC DEL
125.6

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at KOREW via V92 southeast bound.

ELEV 673 Rwy 36 Idg 2571'



REIL Rwy 10, 18 and 28
MIRL Rwy 10-28 and 18-36

CATEGORY	A	B	C	D
LPV DA	923-1 250 (300-1)			
LNAV MDA	1200-1	527 (600-1)	1200-1½ 527 (600-1½)	1200-1¾ 527 (600-1¾)
CIRCLING	1300-1	627 (700-1)	1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)

APP CRS	Rwy Idg	2571
004°	TDZE	672
	Apt Elev	673

RNAV (GPS) RWY 36

BOWLING GREEN / WOOD COUNTY (1G0)



If local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet.



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct JUMAK and hold.

AWOS-3
120.725

TOLEDO APP CON
126.1 317.55

CLNC DEL
125.6UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX

(FAF)
OLOC

2300
004
(6.3)

(IF/IAF)
ZABDU

A schematic diagram of a DNA molecule. It shows a vertical line with a circular loop at the top. The loop is labeled with a double-headed arrow and the text "184°". Below the loop, there is a horizontal segment labeled "4 NM". At the bottom of the horizontal segment, there is a small circle with a cross inside, labeled "004°".

1817

MSA RW 30 25 NM

3100

ELEV 673

Rwy 36 Idg 2571'

Procedure NA for arrivals
at FDY VORTAC via airway
radials 012 CW 073.

2300

JUMAK

4 NM
Holding Pattern

ZABDU

$$\begin{array}{r} 184^\circ \rightarrow \\ \hline - 004^\circ \end{array} \quad \underline{2400}$$

2300

CATEGORY

A

B

C

D

LNAV MDA

1260-1 588 (600-1)

NA

CIRCLING

1300-1 627 (700-1)

NA

REIL Rwys 10, 18 and 28 **L**
MIRL Rwys 10-28 and 18-36 **L**

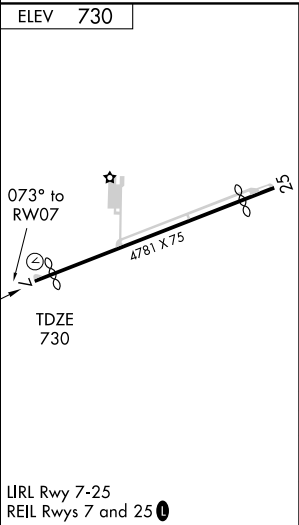
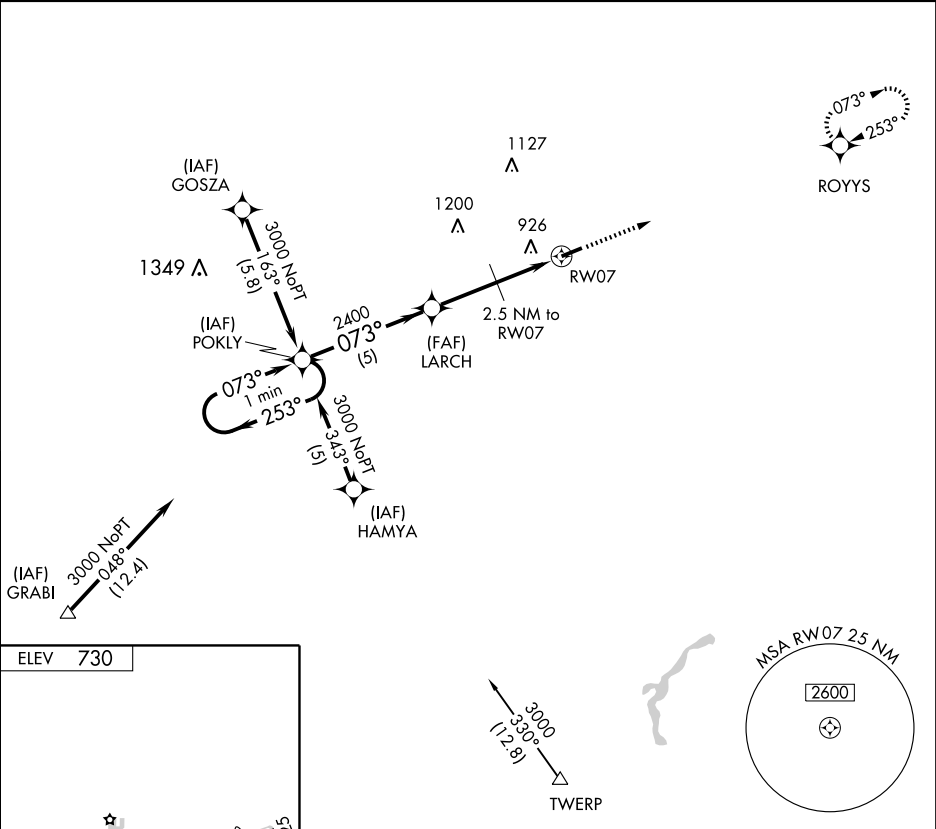
GPS RWY 7

BRYAN/ WILLIAMS COUNTY (0G6)

APP CRS	Rwy Idg	4485
073°	TDZE	730
	Apt Elev	730

NA	Use Defiance Memorial altimeter setting.	MISSED APPROACH: Climb to 3000 direct ROYYS WP and hold.
----	--	--

TOLEDO APP CON 134.35 307.0	UNICOM 122.8 (CTAF)	123.0 0
--------------------------------	------------------------	---------



One Minute Holding Pattern				
POKLY				
3000 ← 253° / 073° → 2400				
LARCH 2.5 NM to RW07				
2400 1600 RW07				
5 NM 2.5 NM 2.5 NM				
CATEGORY	A	B	C	D
S-7	1160-1	430 (500-1)	1160-1¼ 430 (500-1¼)	1160-1½ 430 (500-1½)
CIRCLING	1260-1	530 (600-1)	1280-1½ 550 (600-1½)	1300-2 570 (600-2)

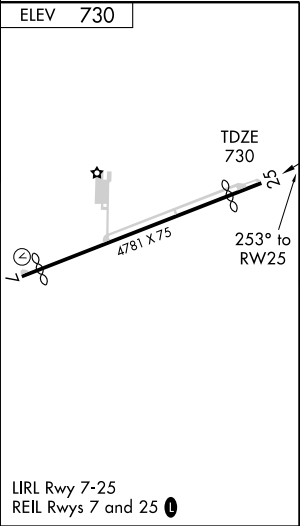
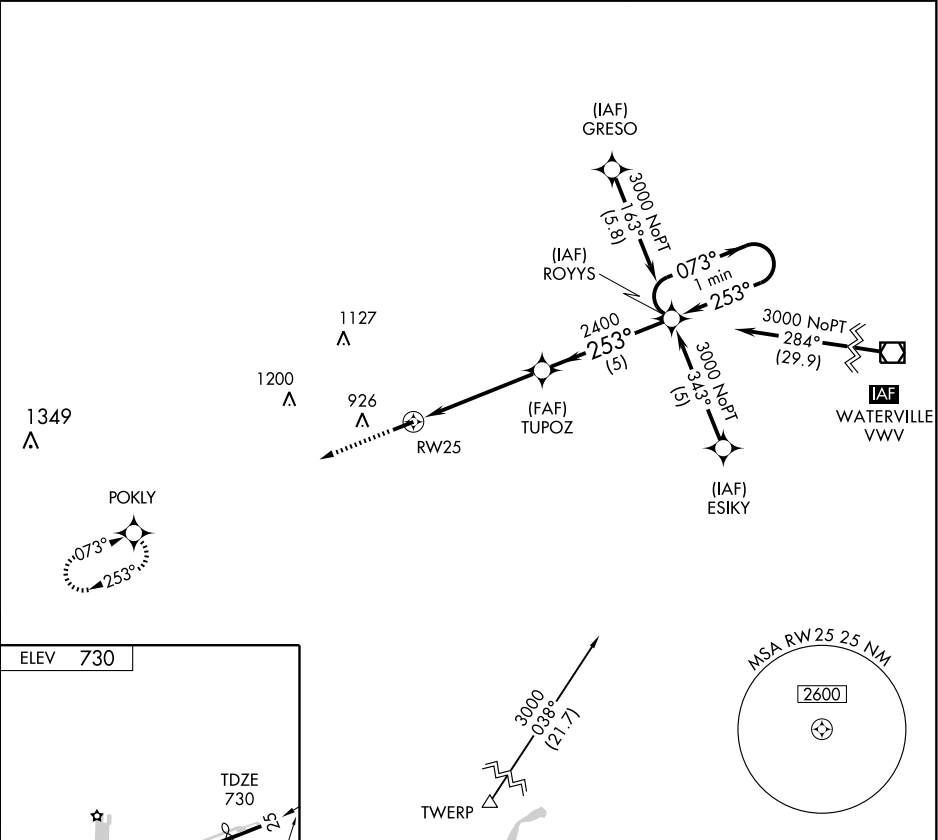
APP CRS	Rwy Idg	4152
253°	TDZE	730
	Apt Elev	730

GPS RWY 25

BRYAN/WILLIAMS COUNTY (0G6)

NA	Use Defiance Memorial altimeter setting. IAF ARM APPROACH MODE PRIOR TO IAF.	MISSED APPROACH: Climb to 3000 direct POKLY WP and hold.
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TOLEDO APP CON 134.35 307.0	UNICOM 122.8 (CTAF)	123.0
--------------------------------	------------------------	-------



3000 ↑		POKLY ✦		TUPOZ				ROYYS		One Minute Holding Pattern		
		253°		253°		073°		3000				
		5 NM		5 NM								
CATEGORY	A		B		C		D					
S-25	1160-1		430 (500-1)		1160-1¼ 430 (500-1¼)		1160-1½ 430 (500-1½)					
CIRCLING	1260-1		530 (600-1)		1280-1½ 550 (600-1½)		1300-2 570 (600-2)					

NDB BYN
260

APP CR
253°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
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36	100	100
37	100	100
38	100	100
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40	100	100
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91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
730

NDB-A

BRYAN/WILLIAMS COUNTY (0G6)

A NA

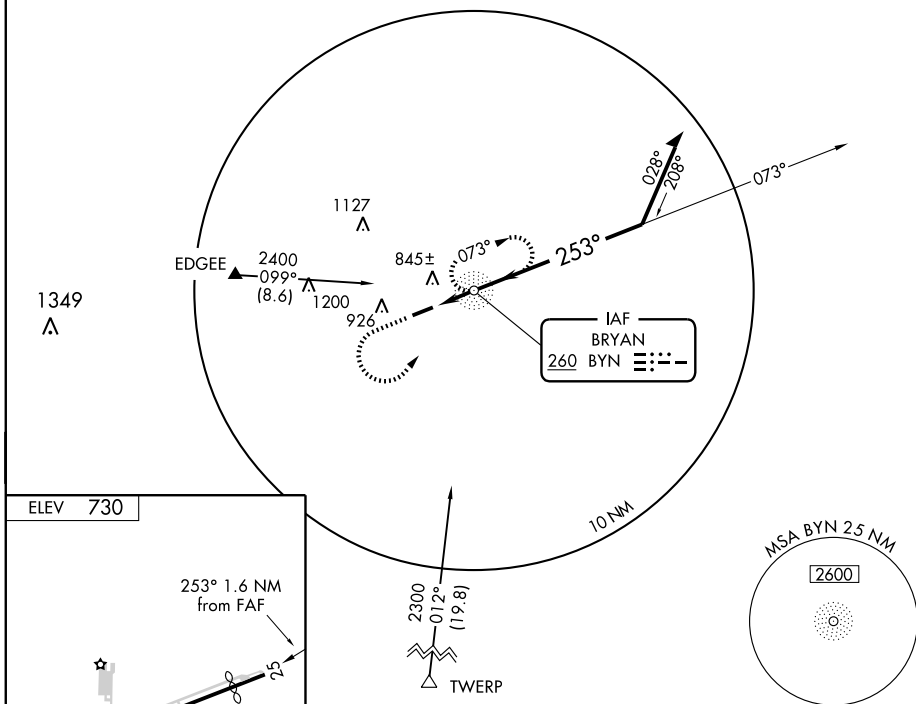
Use Defiance Memorial altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct BYN NDB and hold.

TOLEDO APP CON
134.35 307.0

UNICOM
122.8 (CTAF)

123.0 L



ELEV 730

253° 1.6 NM
from FAF

4781 X 75

LIRL Rwy 7-25
REIL Rws 7 and 25 **L**

1800

2300

BYN

NDB

Remain
within 10 NM

2300

1800

FAF to MAP 1.6 NM

CATEGORY

A	B
---	---

C

D

Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CIRCLING

1260-1	530 (600-1)
--------	-------------

1280-1½
550 (600-1½)

1300-2
570 (600-2)

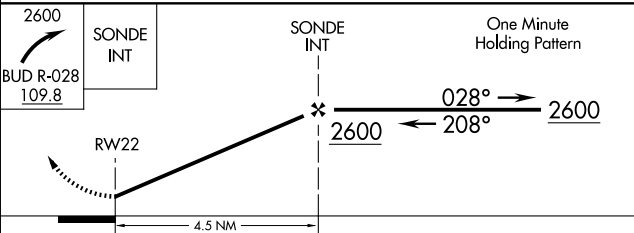
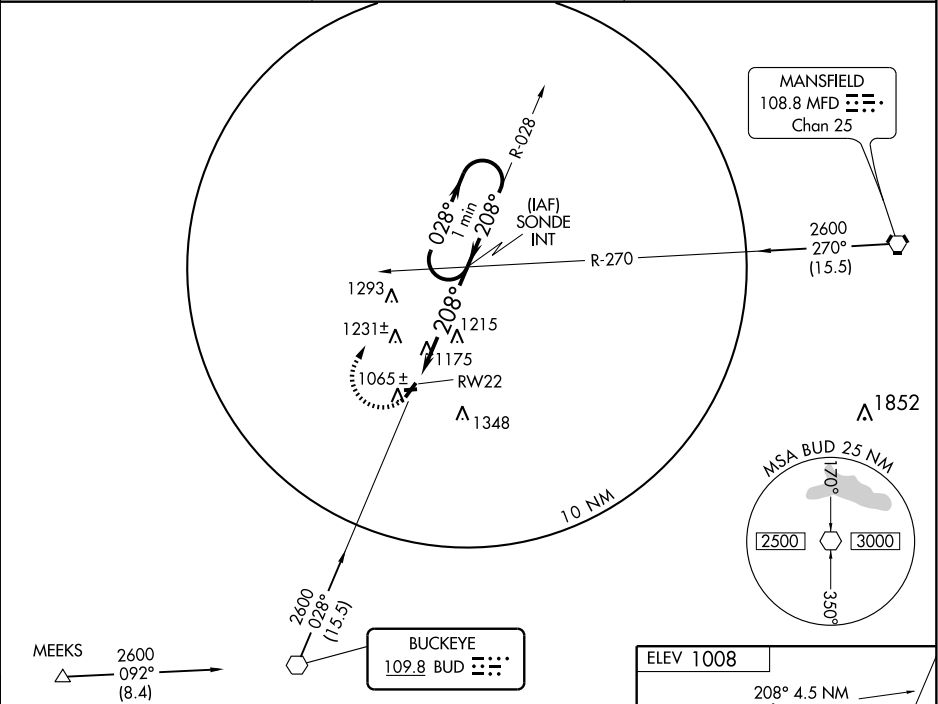
VOR BUD	APP CRS	Rwy Idg	3895
109.8	208°	TDZE	1008
		Apt Elev	1008

VOR or GPS RWY 22

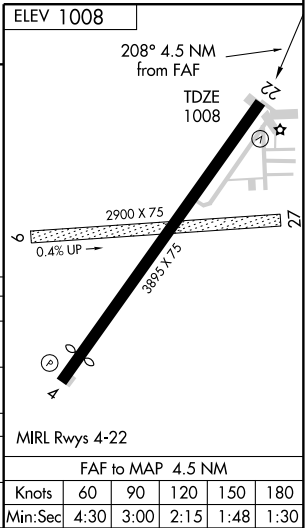
BUCYRUS / PORT BUCYRUS-CRAWFORD COUNTY (17G)

<div> <div></div> <div>NA</div> </div>	Use Mansfield altimeter setting; when not available, use Findlay altimeter setting.	MISSED APPROACH: Climbing right turn to 2600 via BUD R-028 to SONDE Int and hold.
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AWOS-3	MANSFIELD APP CON ★	UNICOM
126.625	124.2 390.8	122.8 (CTAF)



CATEGORY	A	B	C	D
S-22	1620-1 612 (700-1)		1620-1¾ 612 (700-1¾)	NA
CIRCLING	1620-1 612 (700-1)		1620-1¾ 612 (700-1¾)	NA
FINDLAY ALTIMETER SETTING MINIMUMS				
S-22	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA
CIRCLING	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA



GPS RWY 13

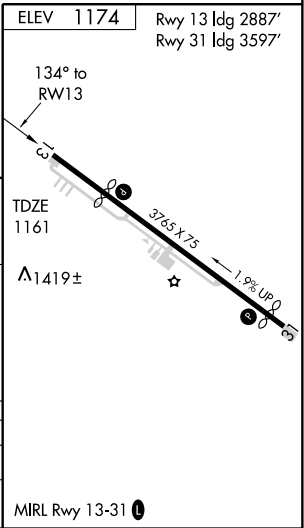
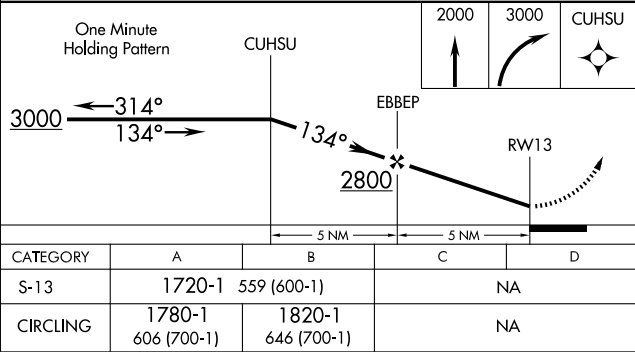
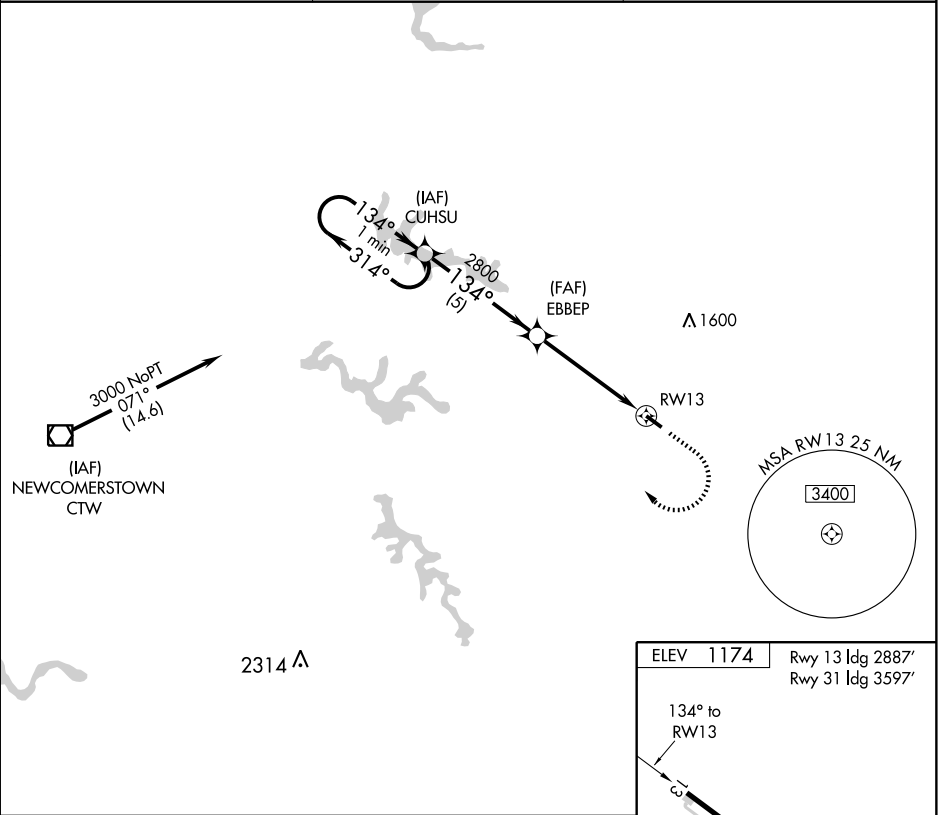
CADIZ / HARRISON COUNTY (8G6)

APP CRS	Rwy Idg	3277
134°	TDZE	1161
	Apt Elev	1174

Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CUHSU WP and hold.

WHEELING ASOS 127.375	CLEVELAND CENTER 120.4 257.975	UNICOM 122.8 (CTAF) 0
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GPS RWY 31

CADIZ / HARRISON COUNTY (8G6)

APP CRS	Rwy Idg	3933
314°	TDZE	1160
	Apt Elev	1174

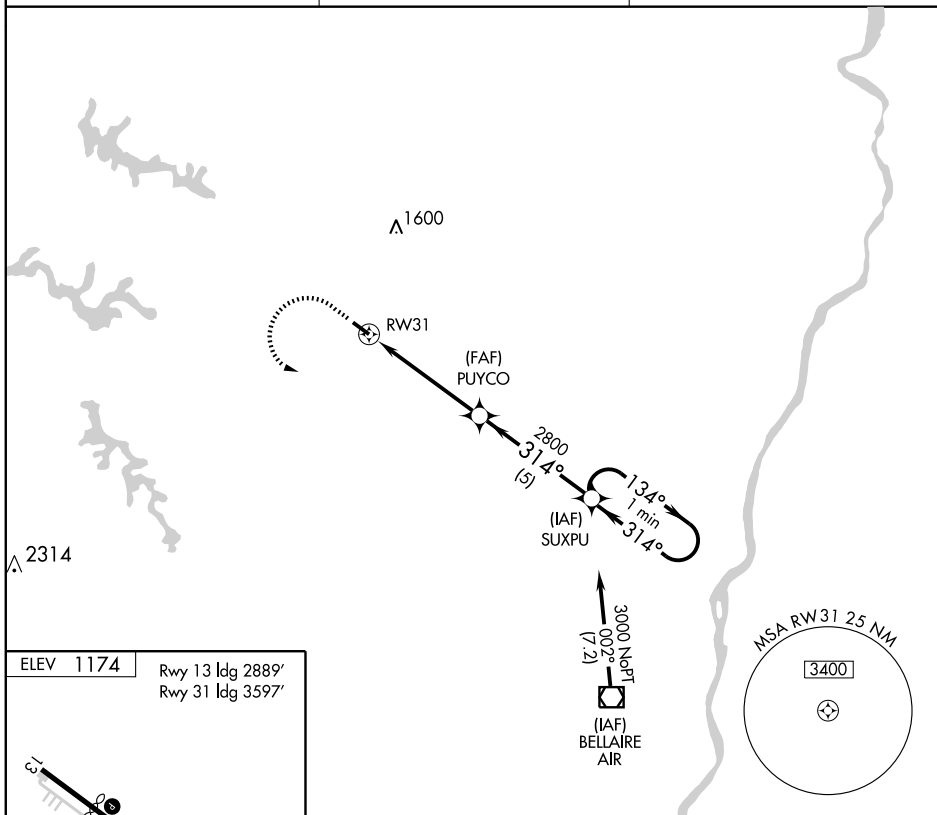
Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct SUXPU WP and hold.

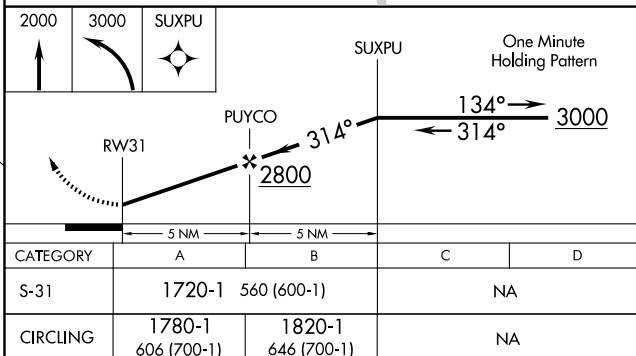
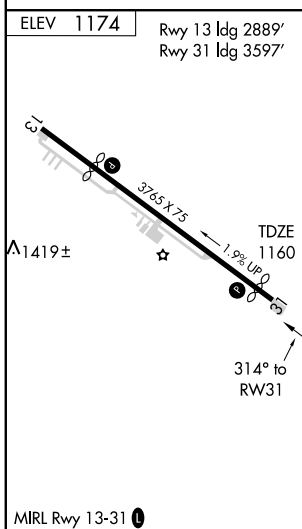
WHEELING ASOS
127.375

CLEVELAND CENTER
120.4 257.975

UNICOM
122.8 (CTAF) **L**



EC-2, 22 OCT 2009 to 19 NOV 2009



AL-6205 (FAA)

VOR/DME CTW 111.8 Chan 55	APP CRS 095°	Rwy Idg TDZE Apt Elev	N/A N/A 1174
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VOR-A

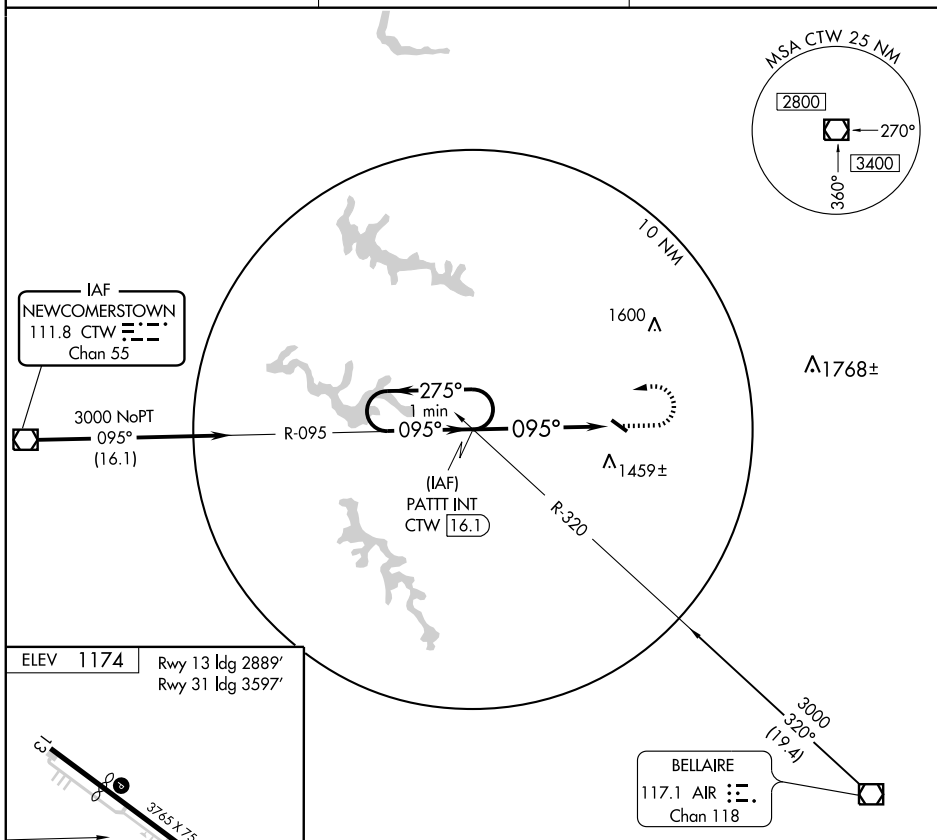
CADIZ / HARRISON COUNTY (8G6)

T
A NA Use Wheeling, WV altimeter setting.

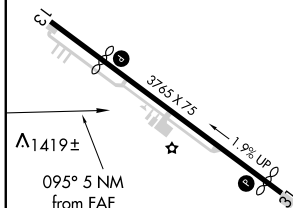
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via CTW VOR/DME R-095 to PATTT Int/CTW 16.1 DME and hold.

WHEELING ASOS
127.375

CLEVELAND CENTER
120.4 257.975

UNICOM
122.8 (CTAF) **L**

ELEV 1174	Rwy 13 ldg 2889'
	Rwy 31 ldg 3597'

MIRL Rwy 13-31 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

One Minute Holding Pattern

PATT INT
CTW 16.1

2000
↑

3000
CTW R-095

PATT
INT

$$\begin{array}{r} 3000 \quad \leftarrow 275^\circ \\ \hline \quad \quad 095^\circ \rightarrow \end{array}$$
CTW
[21]

095°.

21



Age Group	Percentage
15-19	10
20-24	25
25-29	45
30-34	65
35-39	80
40-44	90
45-49	95
50-54	98
55-59	100
60-64	100

.....

- 5 NM -

11

CATEGORY

A

B

C

D

CIRCLING

1780-1
606 (700-1)


1820-1¼
646 (700-1¼)

NA

GPS RWY 23

CALDWELL/ NOBLE COUNTY (I10)

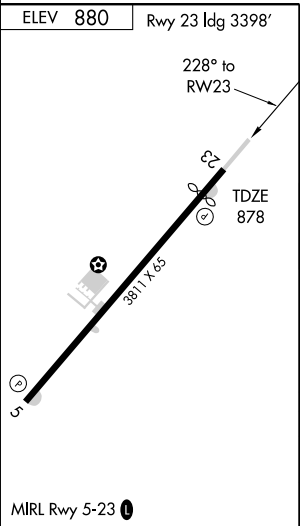
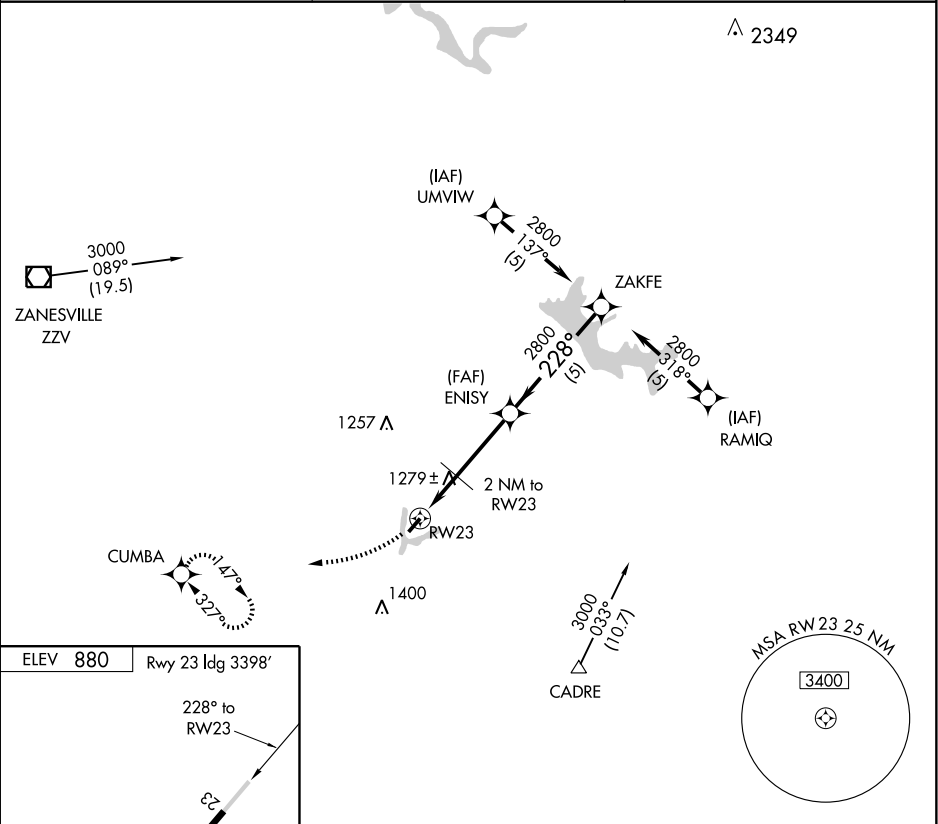
APP CRS	Rwy Idg	3398
228°	TDZE	878
	Apt Elev	880






NA

Use Zanesville altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct to CUMBA WP and hold.

INDIANAPOLIS CENTER 124.45 370.9	UNICOM 122.8 (CTAF)	122.7 0
-------------------------------------	------------------------	---------



	3000	CUMBA	ENISY	ZAKFE
				
		2 NM to RWY23	228°	2800
		RWY23	1640	Procedure Turn NA
		2 NM	3 NM	5 NM
CATEGORY	A	B	C	D
S-23	1580-1 702 (700-1)		1580-2 702 (700-2)	NA
CIRCLING	1620-1 740 (800-1)		1640-2 760 (800-2 1/4)	NA

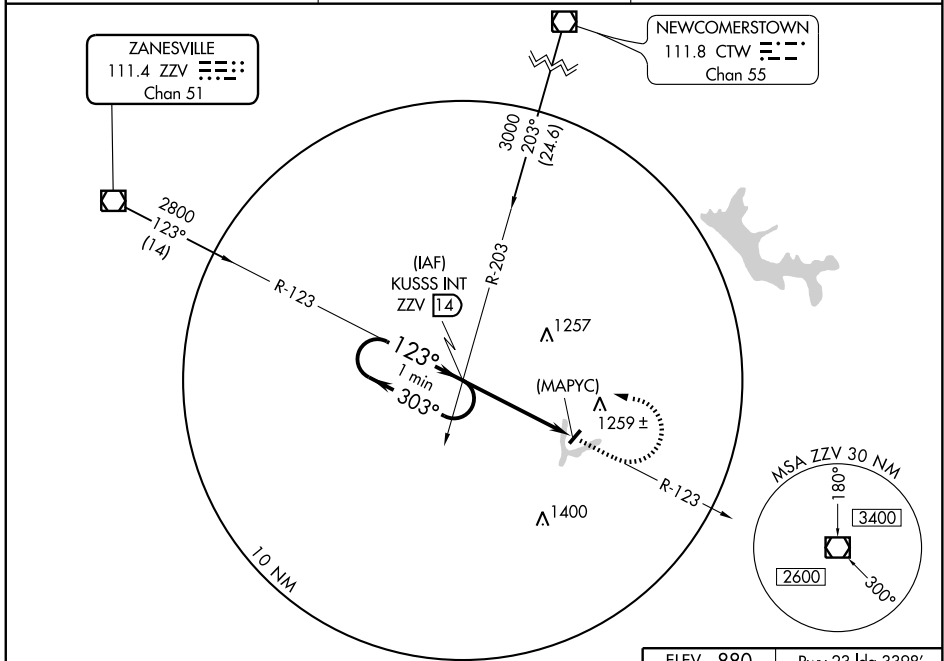
VOR/DME ZZV 111.4 Chan 51	APP CRS 123°	Rwy Idg TDZE Apt Elev	N/A N/A 880
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VOR or GPS-A

CALDWELL/ NOBLE COUNTY (I10)

<p>▼ ▲ NA</p> <p>Use Zanesville altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2800 then left turn via ZZV R-123 to KUSSS Int/ZZV 14 DME and hold.</p>
--	--

<p>INDIANAPOLIS CENTER 124.45 370.9</p>	<p>UNICOM 122.8 (CTAF)</p>	<p>122.7 0</p>
--	---------------------------------------	-----------------------



ELEV 880 Rwy 23 Idg 3398'

▲ 1599

One Minute
Holding Pattern

KUSSS INT
ZZV **14**

2800

ZZV R-123
111.4

KUSSS
INT

2800 ← 303°
123° →

123°

(MAPYC)
ZZV **18.4**

4.4 NM

123° 4.4 NM
from FAF

5

3811 x 65

MIRL Rwy 5-23 **0**

CATEGORY

A

B

C

D

FAF to MAP 4.4 NM

CIRCLING

1620-1

740 (800-1)

1640-2 ¼
760 (800-2 ¼)

NA

Knots

60

90

120

150

180

Min:Sec

4:24

2:56

2:12

1:46

1:28

LOC/DME I-CZM	APP CRS	Rwy Idg	4298
109.35	220°	TDZE	799
Chan 30 (Y)		Apt Elev	799

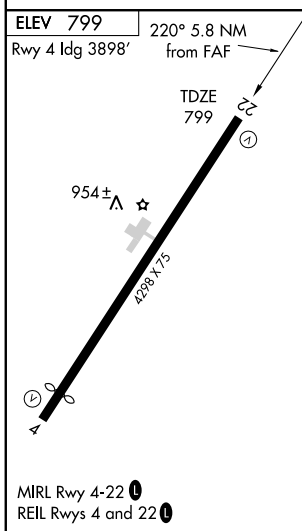
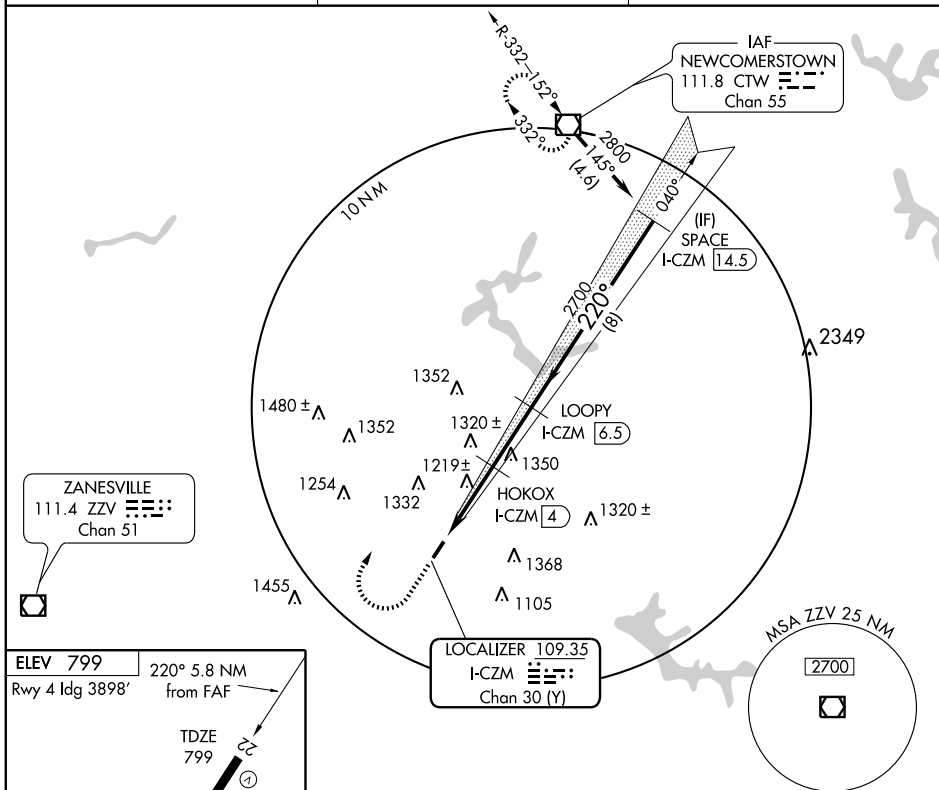
LOC/DME RWY 22

CAMBRIDGE MUNI (CDI)

Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Zanesville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct CTW VOR/DME and hold.

AWOS-3 118.525	CLEVELAND CENTER 120.4 257.975	UNICOM 123.075 (CTAF)
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3000	CTW 111.8	VGSI and descent angles not coincident.	SPACE I-CZM [14.5]	
			LOOPY I-CZM [6.5]	
			HOKOX I-CZM [4]	
			I-CZM [0.8]	
			3.05° TCH 40	
			3.2 NM	
			2.6 NM	
			8 NM	
CATEGORY	A	B	C	D
S-22	1480-1	681 (700-1)	1480-2 681 (700-2)	NA
CIRCLING	1540-1 741 (800-1)	1540-1 1/4 741 (800-1 1/4)	1560-2 1/4 761 (800-2 1/4)	NA

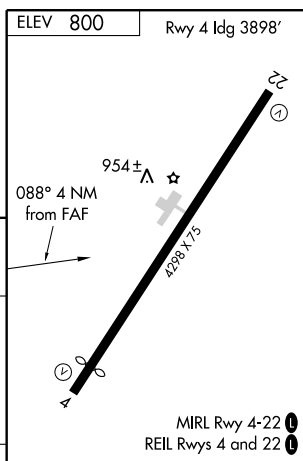
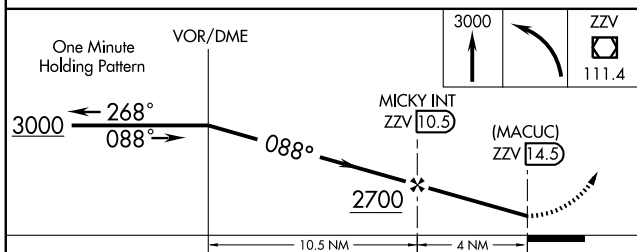
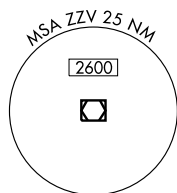
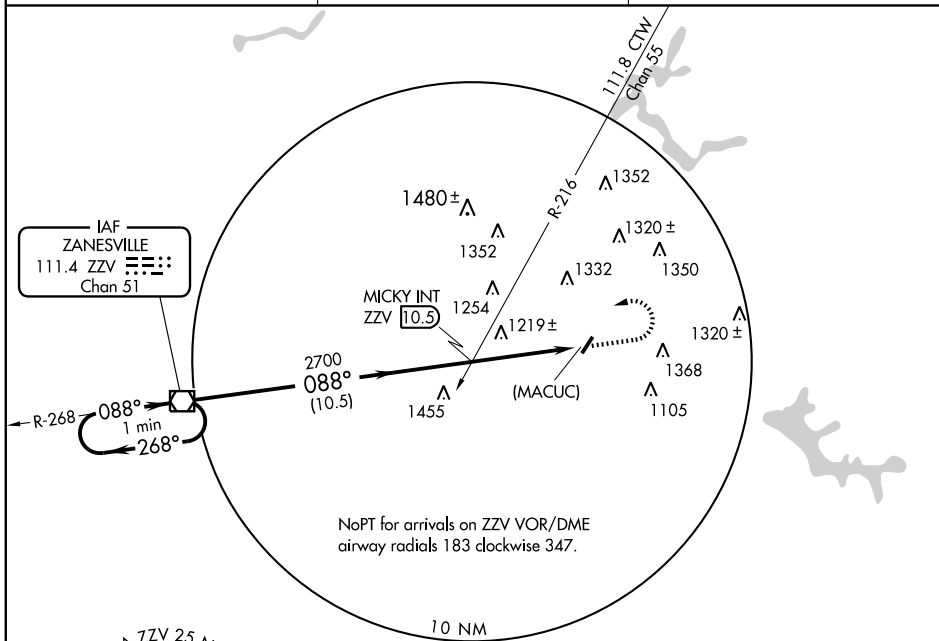
VOR/DME ZZW 111.4 Chan 51	APP CRS 088°	Rwy Idg TDZE Apt Elev	N/A N/A 800
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VOR or GPS-A

CAMBRIDGE MUNI (CDI)

  NA	MISSED APPROACH: Climb to 3000, then left turn direct ZZW VOR/DME and hold.
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AWOS-3 118.525	INDIANAPOLIS CENTER 124.45 370.9	UNICOM 123.075 (CTAF) 0
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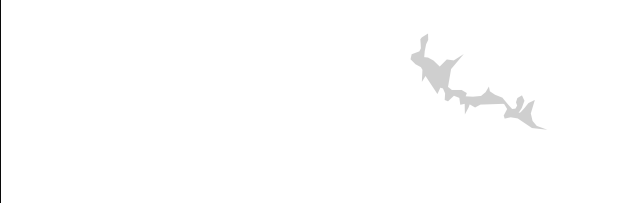
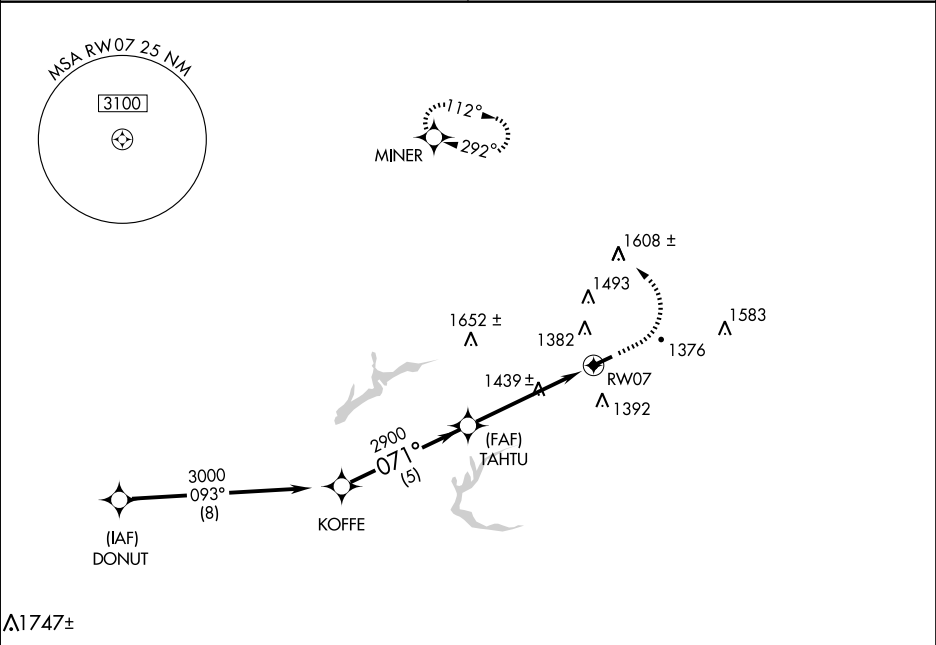
CATEGORY	A	B	C	D	FAF to MAP 4 NM					
CIRCLING	1480-1 680 (700-1)		1500-2 700 (700-2)	NA	Knots	60	90	120	150	180
					Min:Sec	4:00	2:40	2:00	1:36	1:20

APP CRS	Rwy Idg	4300
071°	TDZE	1163
	Apt Elev	1163

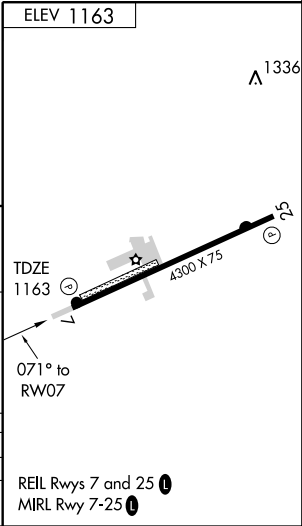
GPS RWY 7

CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)

<div><div><div></div><div>NA</div></div><div>Use Akron-Canton altimeter setting.</div></div>	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct MINER WP and hold.
AKRON-CANTON APP CON ★ 125.5 371.875	UNICOM 122.7 (CTAF) 0



KOFFE				
3000				
071°				
TAHTU				
2900				
RWY07				
5 NM				
CATEGORY	A	B	C	D
S-7	1780-1	617 (700-1)	NA	
CIRCLING	1880-1	1900-1	NA	
	717 (800-1)	737 (800-1)		

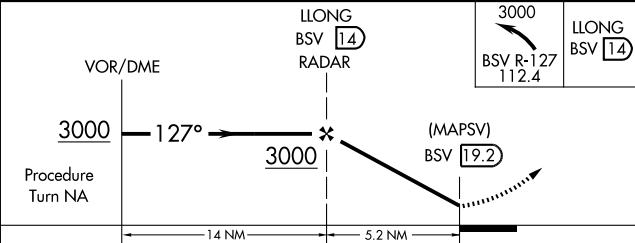
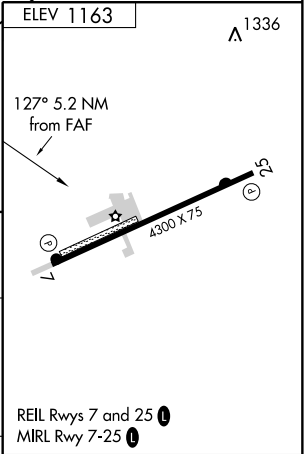
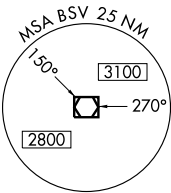
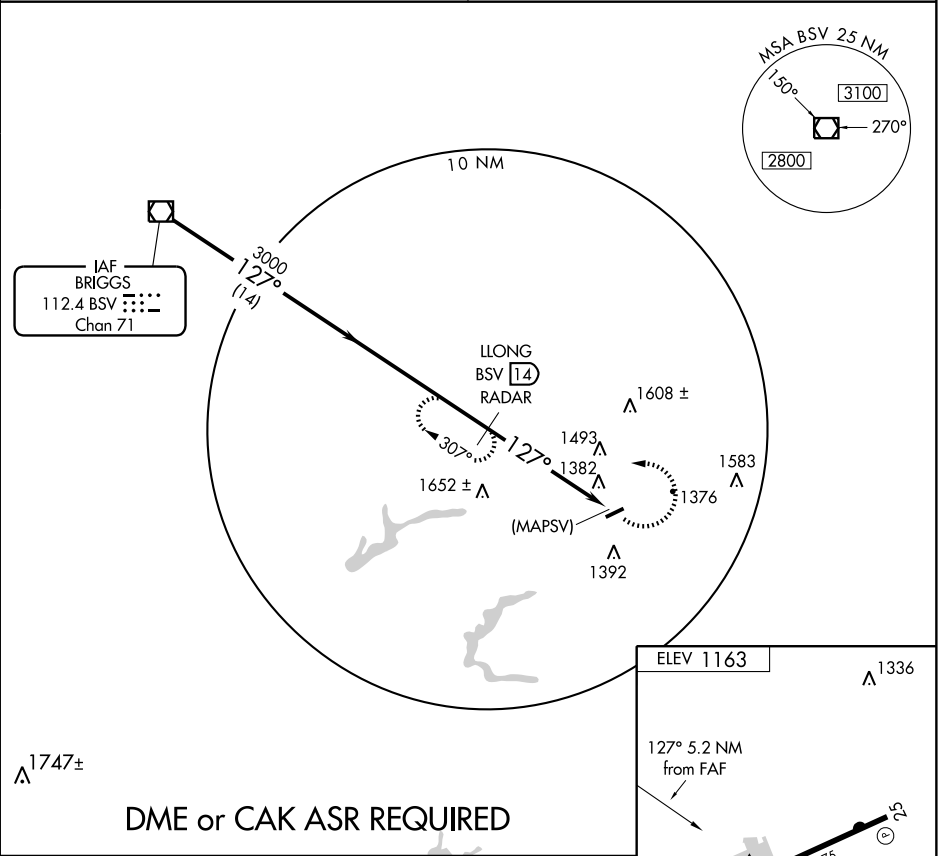


VOR or GPS-A

CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)

VOR/DME BSV 112.4 Chan 71	APP CRS 127°	Rwy Idg TDZE Apt Elev N/A N/A 1163
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<div><div><div></div><div>NA</div></div><div>Use Akron-Canton altimeter setting.</div></div>	MISSED APPROACH: Climbing left turn to 3000 via BSV R-127 to LLONG/BSV 14 DME/RADAR and hold.
AKRON-CANTON APP CON ★ 125.5 371.875	UNICOM 122.7 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	1940-1 777 (800-1)	1940-1¼ 777 (800-1¼)	NA		Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44

▼

Use Dayton Intl altimeter setting.

▲

NA

MISSED APPROACH: Climb to 2600 then left turn direct CQA NDB and hold.

DAYTON APP CON

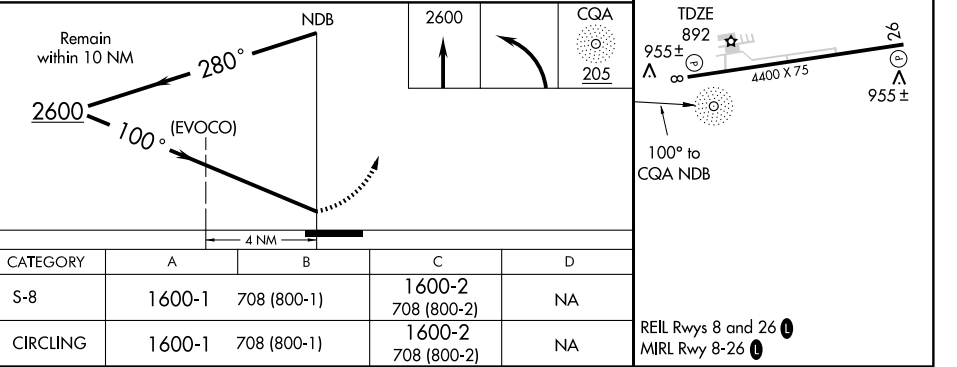
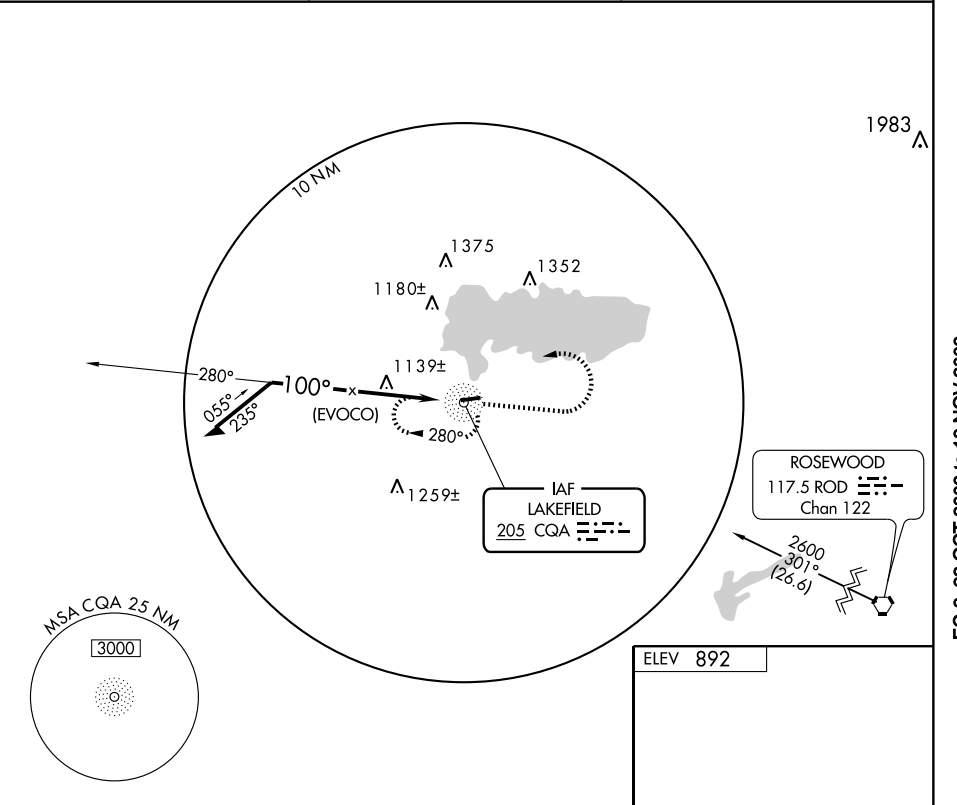
134.45 352.05

UNICOM

122.8 (CTAF)

123.3

0



CELINA, OHIO

AL-5823 (FAA)

VORTAC ROD	APP CRS	Rwy Idg TDZE	4400
117.5	268°	892	
Chan 122		Apt Elev	892

VOR/DME RNAV or GPS RWY 26

CELINA/LAKEFIELD (CQA)

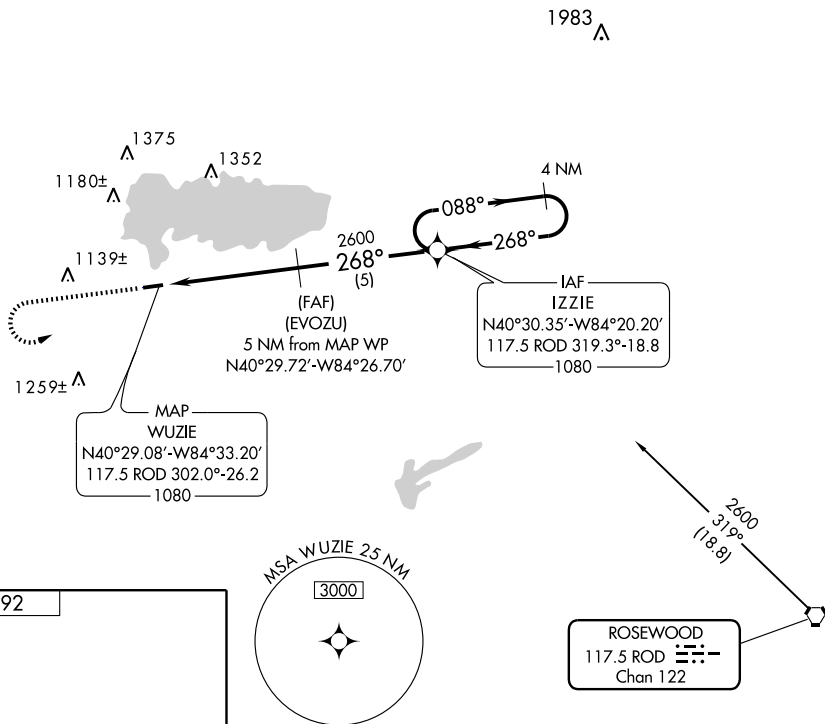
Use Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2600 then left turn direct IZZIE WP and hold.

DAYTON APP CON
134.45 352.05

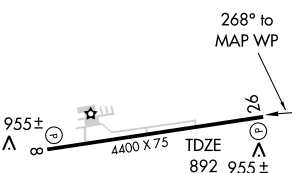
UNICOM
122.8 (CTAF)

123.3



EC-2, 22 OCT 2009 to 19 NOV 2009

ELEV 892



2600

↑

↶

IZZIE

✦

(EVOZU)

5 NM from MAP WP

IZZIE WP

4 NM Holding Pattern

088°

2600

268°

WUZIE MAP WP

268°

2600

5 NM

5 NM

CATEGORY	A	B	C	D
S-26	1400-1 508 (600-1)	1400-1¼ 508 (600-1¼)	1400-1½ 508 (600-1½)	NA
CIRCLING	1440-1 548 (600-1)	1440-1¼ 548 (600-1¼)	1440-1½ 548 (600-1½)	NA

REIL Rwy 8 and 26

MIRL Rwy 8-26

APP CRS	Rwy Idg	5400
228°	TDZE	716
	Apt Elev	725

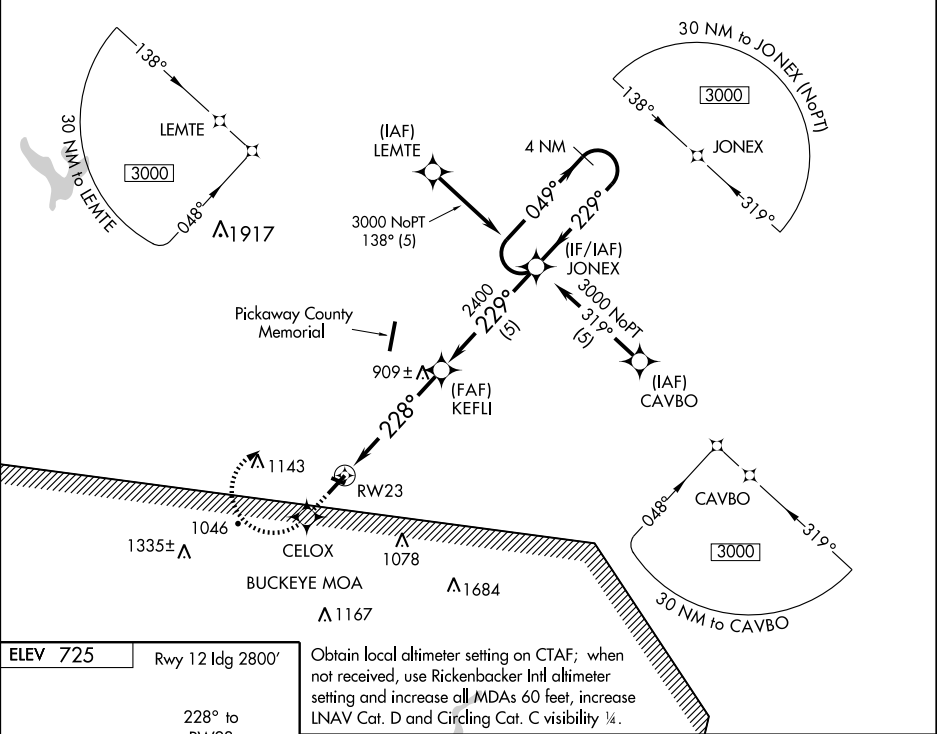
RNAV (GPS) RWY 23

CHILLICOTHE / ROSS COUNTY (RZT)

V Baro-VNAV and VDP NA with Rickenbacker Intl altimeter setting.
Δ NA Baro-VNAV NA below -16°C (3°F)
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

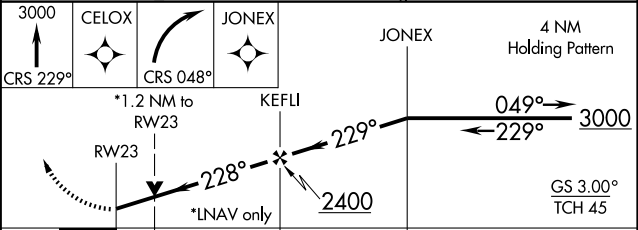
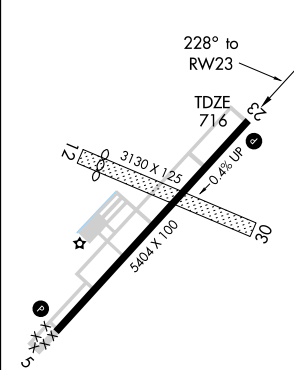
MISSED APPROACH: Climb to 3000 via 229° course to CELOX WP, then right turn via 048° course to JONEX WP and hold.

AWOS-3 119.225	COLUMBUS APP CON 132.3 317.775	UNICOM 122.8 (CTAF)	123.0
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ELEV 725	Rwy 12 Idg 2800'
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Obtain local altimeter setting on CTAF; when not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, increase LNAV Cat. D and Circling Cat. C visibility ¼.



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1040-1 ¼		324 (400-1 ¼)	
LNAV MDA	1120-1	404 (500-1)	1120-1 ¼	404 (500-1 ¼)
CIRCLING	1320-1 ¼ 595 (600-1 ¼)	1340-1 ¼ 615 (700-1 ¼)	1380-1 ¼ 655 (700-1 ¼)	1400-2 ¼ 675 (700-2 ¼)

REIL Rwy 5 and 23
MIRL Rwy 5-23

VOR RWY 23

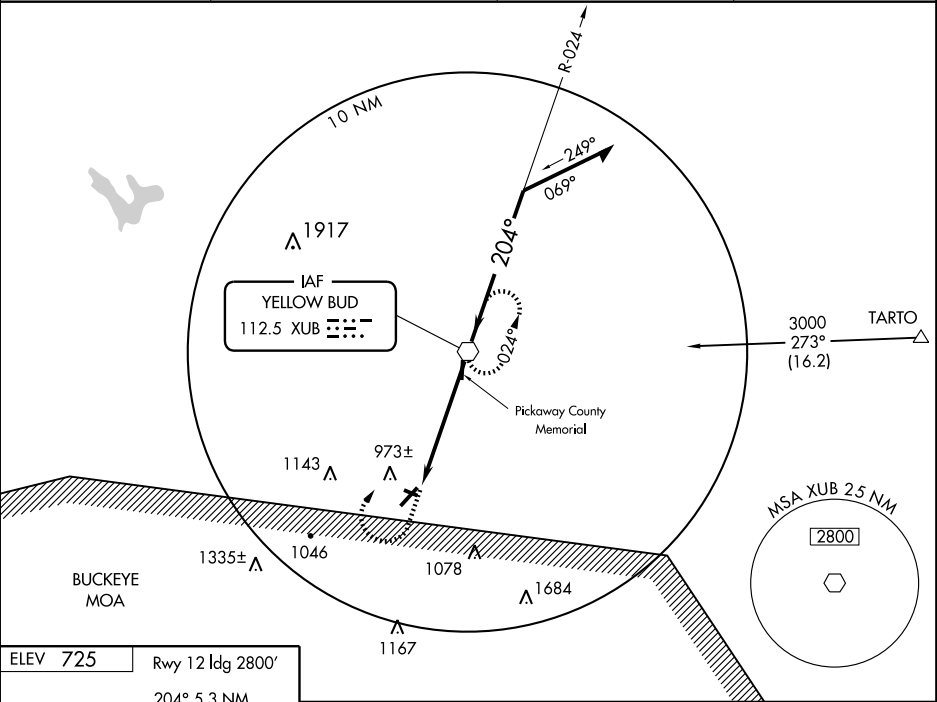
CHILLICOTHE / ROSS COUNTY (RZT)

VOR XUB	APP CRS	Rwy Idg	5400
112.5	204°	TDZE	716
		Apt Elev	725

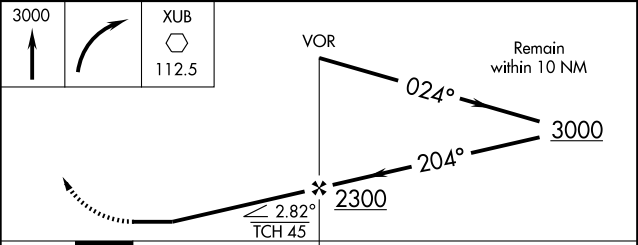
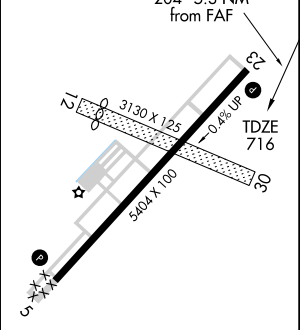
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting. Circling NA to Rwys 12 and 30.

MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3 119.225	COLUMBUS APP CON 132.3 317.775	UNICOM 122.8 (CTAF)	123.0
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ELEV 725	Rwy 12 Idg 2800'
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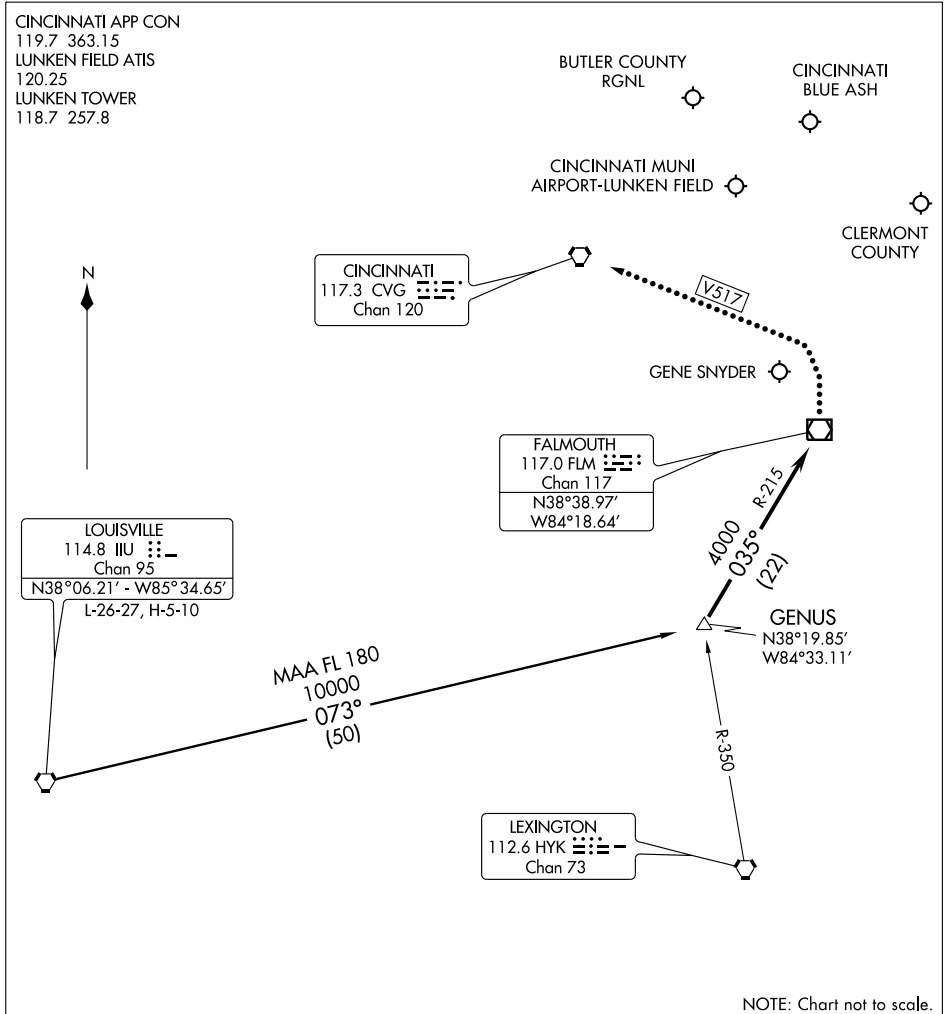


CATEGORY	A	B	C	D
S-23	1220-1	504 (500-1)	1220-1½	504 (500-1½)
CIRCLING	1340-1 615 (700-1)	1360-1 635 (700-1)	1380-1¾ 655 (700-1¾)	1400-2¼ 675 (700-2¼)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-23	1320-1	604 (600-1)	1320-1¾ 604 (600-1¾)	1320-2 604 (600-2)
CIRCLING	1420-1 695 (700-1)	1460-1 735 (800-1)	1480-2¼ 755 (800-2¼)	1500-2½ 775 (800-2½)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CINCE SIX ARRIVAL (TIGRR.CINCE6)





ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

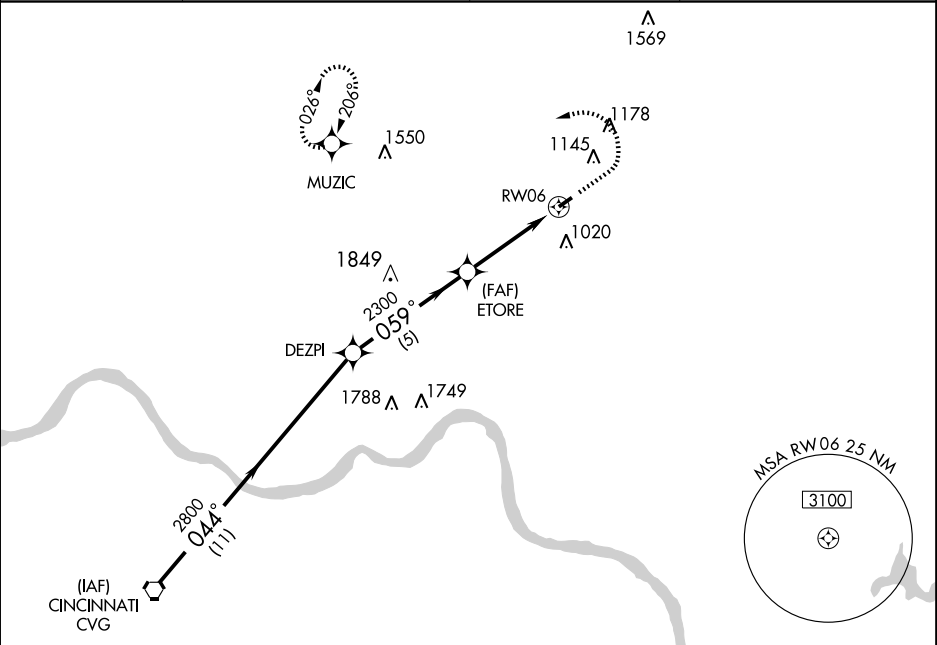
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

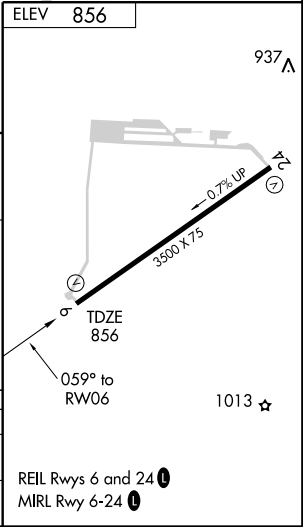
APP CRS	Rwy Idg	3500
059°	TDZE	856
	Apt Elev	856

▲ NA	MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct MUZIC WP and hold.		
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AWOS-3 118.475	CINCINNATI APP CON 121.0 257.725	CLNC DEL 124.9	UNICOM 123.0 (CTAF) 0
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VORTAC				
4000				
044°				
DEZPI				
2800				
059°				
ETORE				
2300				
RW06				
11 NM				
5 NM				
4 NM				
CATEGORY	A	B	C	D
S-6	1280-1 424 (500-1)		1280-1¼ 424 (500-1¼)	NA
CIRCLING	1320-1 464 (500-1)	1520-1 664 (700-1)	1520-1¼ 664 (700-1¼)	NA



APP CRS	Rwy Idg	3500
239°	TDZE	851
	Apt Elev	856

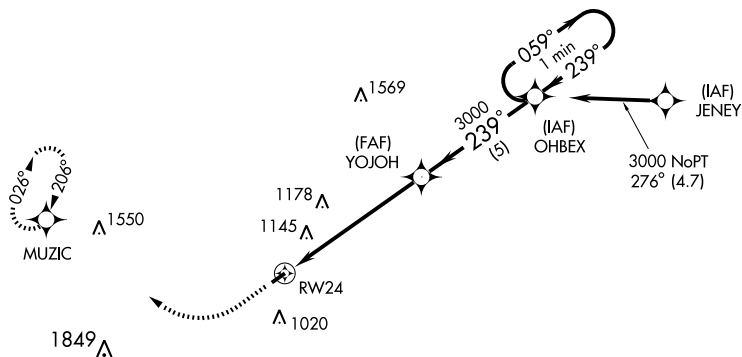
MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct MUZIC WP and hold.

AWOS-3
118.475

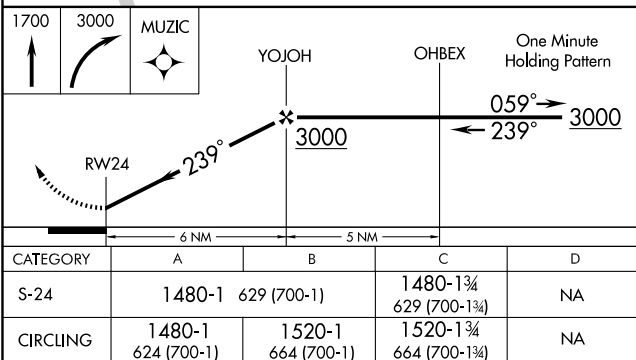
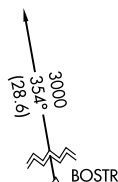
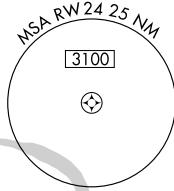
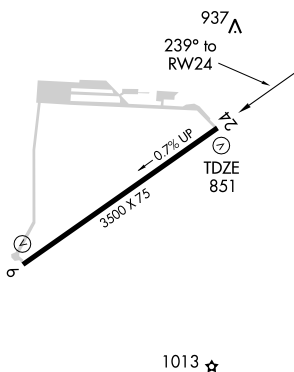
CINCINNATI APP CON
121.0 257.725

CLNC DEL
124.9

UNICOM
123.0 (CTAF) **L**



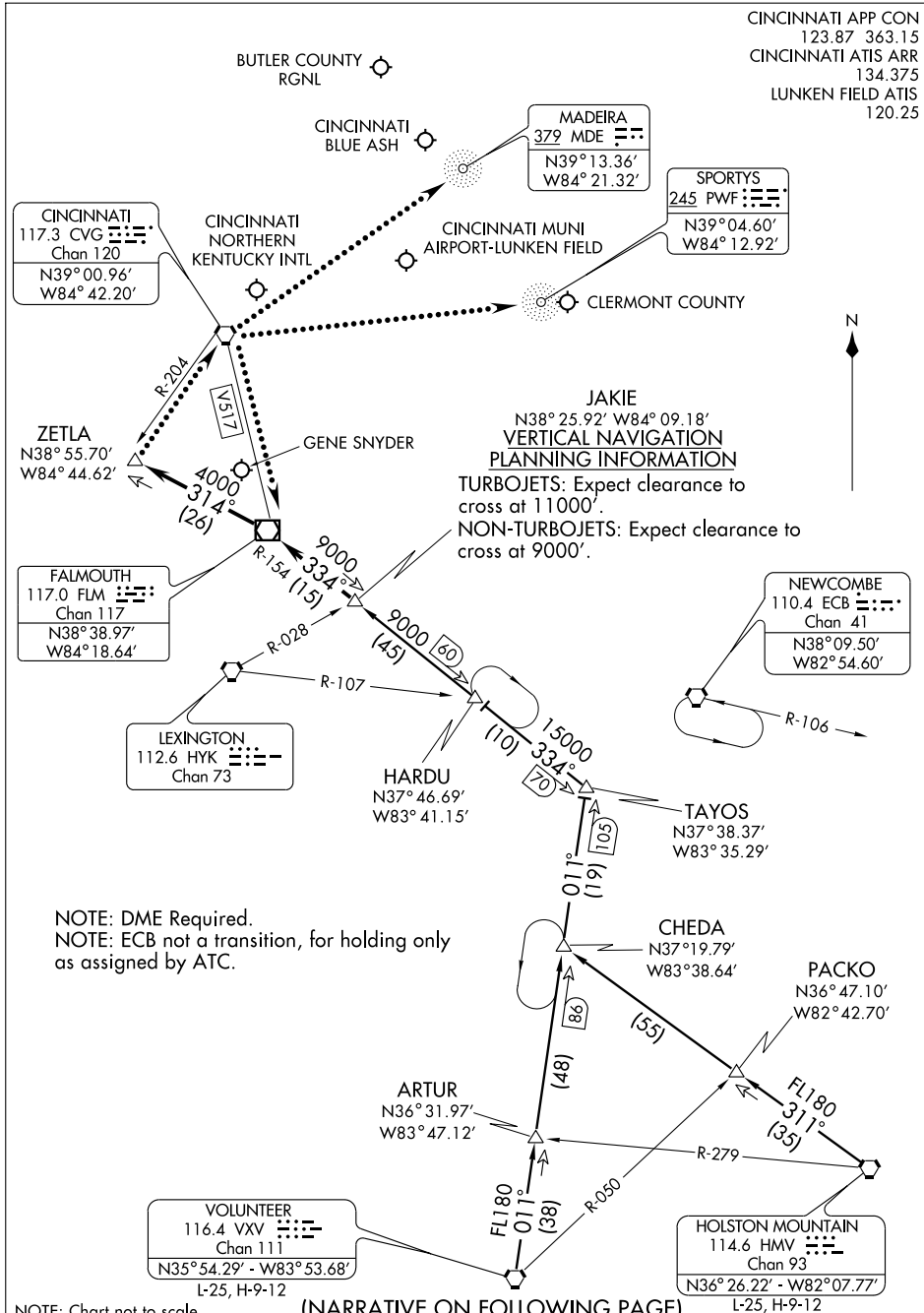
ELEV 856



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

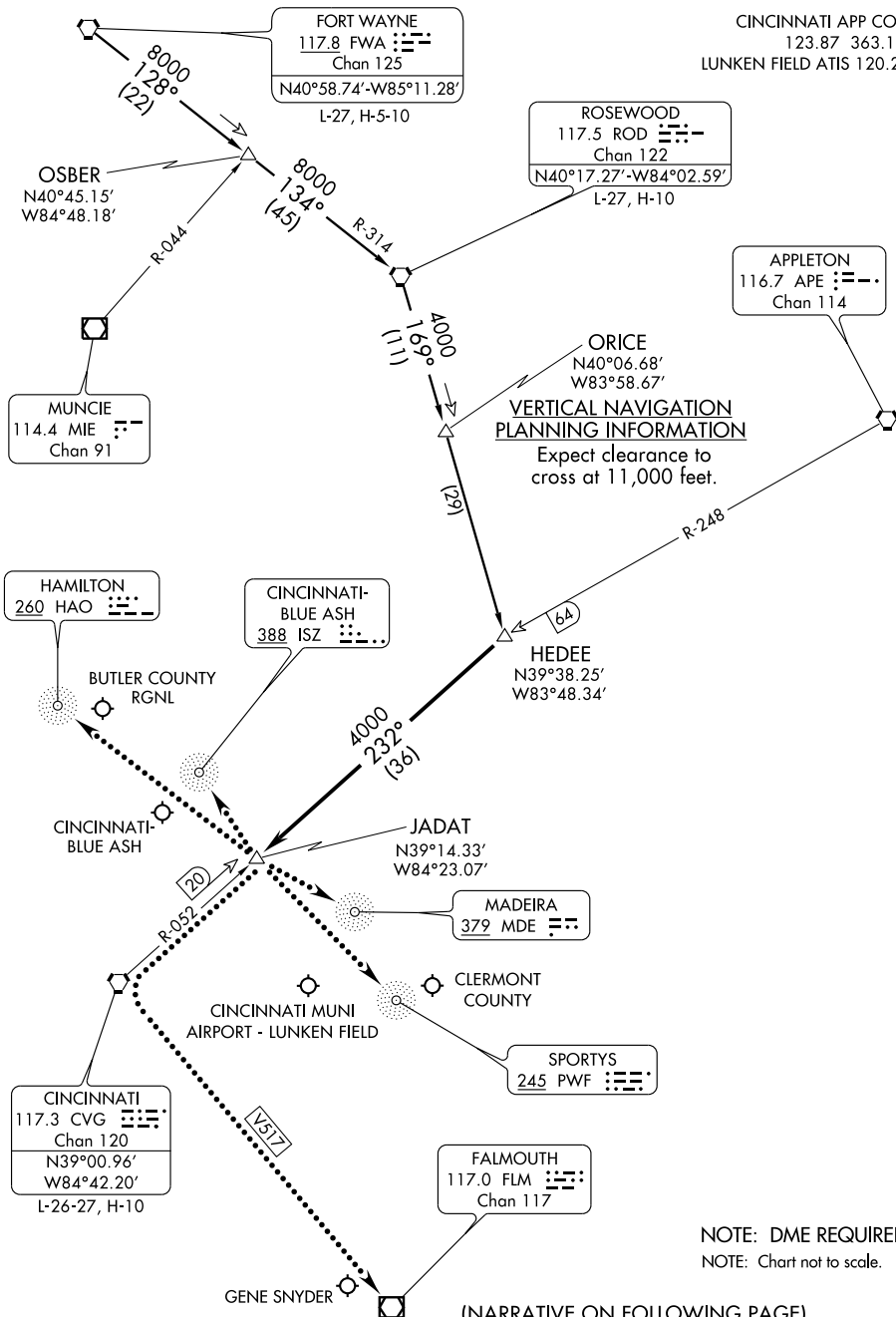
HEDEE ONE ARRIVAL

CINCINNATI, OHIO

CINCINNATI APP CON

123.87 363.15

LUNKEN FIELD ATIS 120.25



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

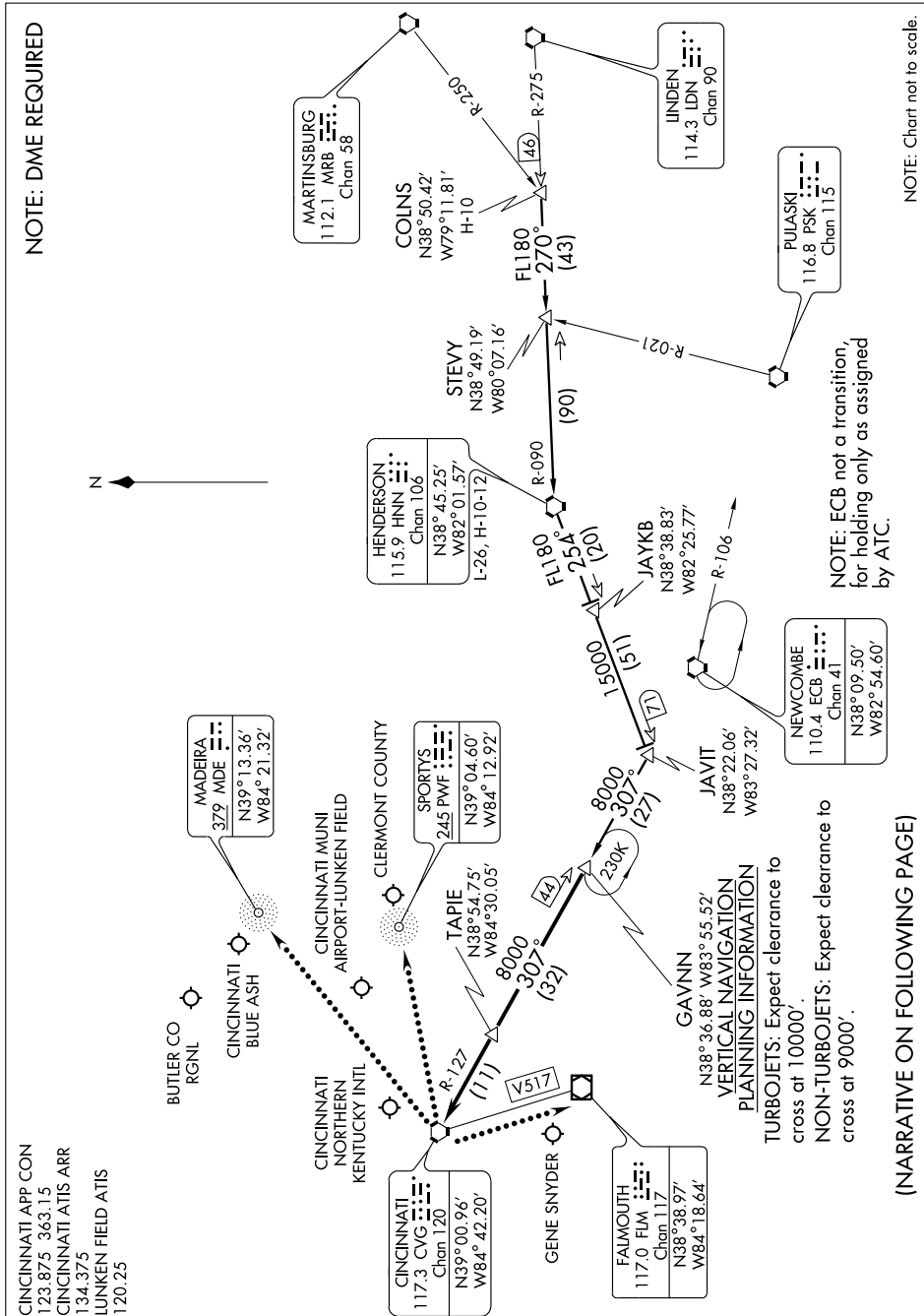
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

NOTE: DME REQUIRED



ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.


Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

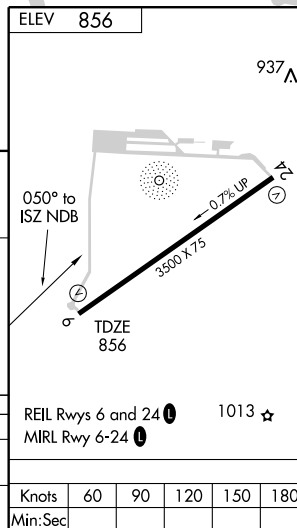
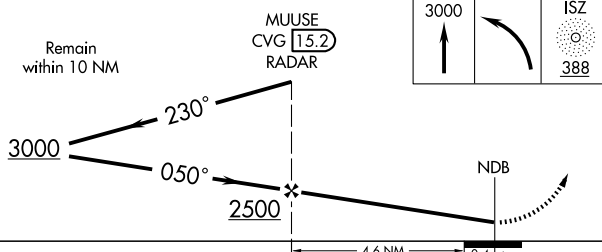
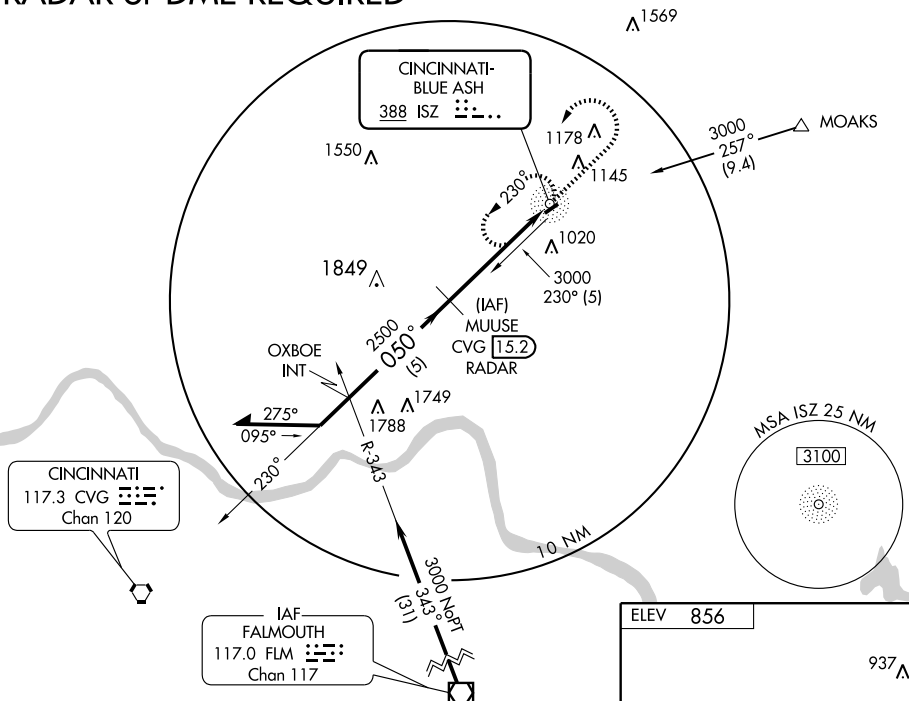
For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

 NA		MISSED APPROACH: Climb to 3000 then left turn direct ISZ NDB and hold.	
AWOS-3 118.475	CINCINNATI APP CON 121.0 257.725	CLNC DEL 124.9	UNICOM 123.0 (CTAF) ①

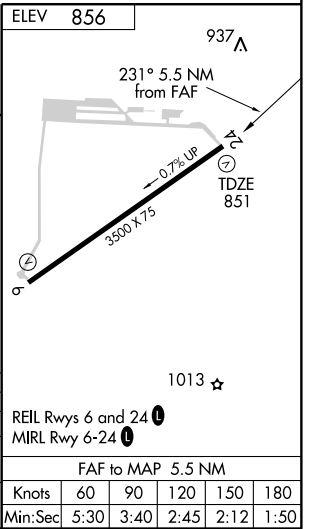
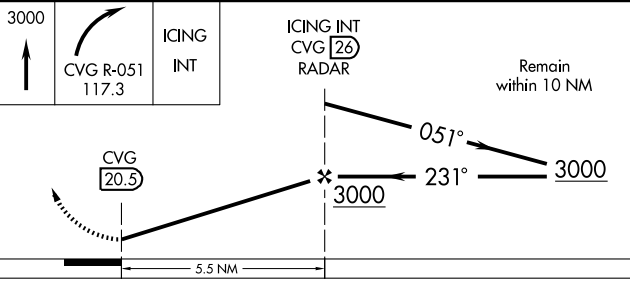
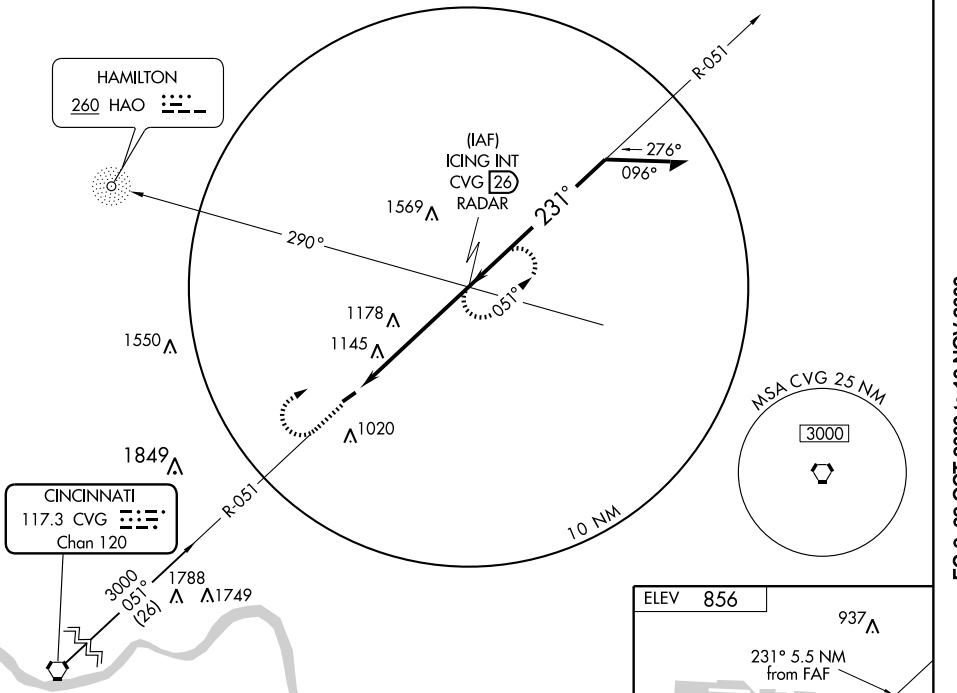
RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-6	1320-1	464 (500-1)	1320-1½ 464 (500-1½)	NA
CIRCLING	1320-1 464 (500-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA

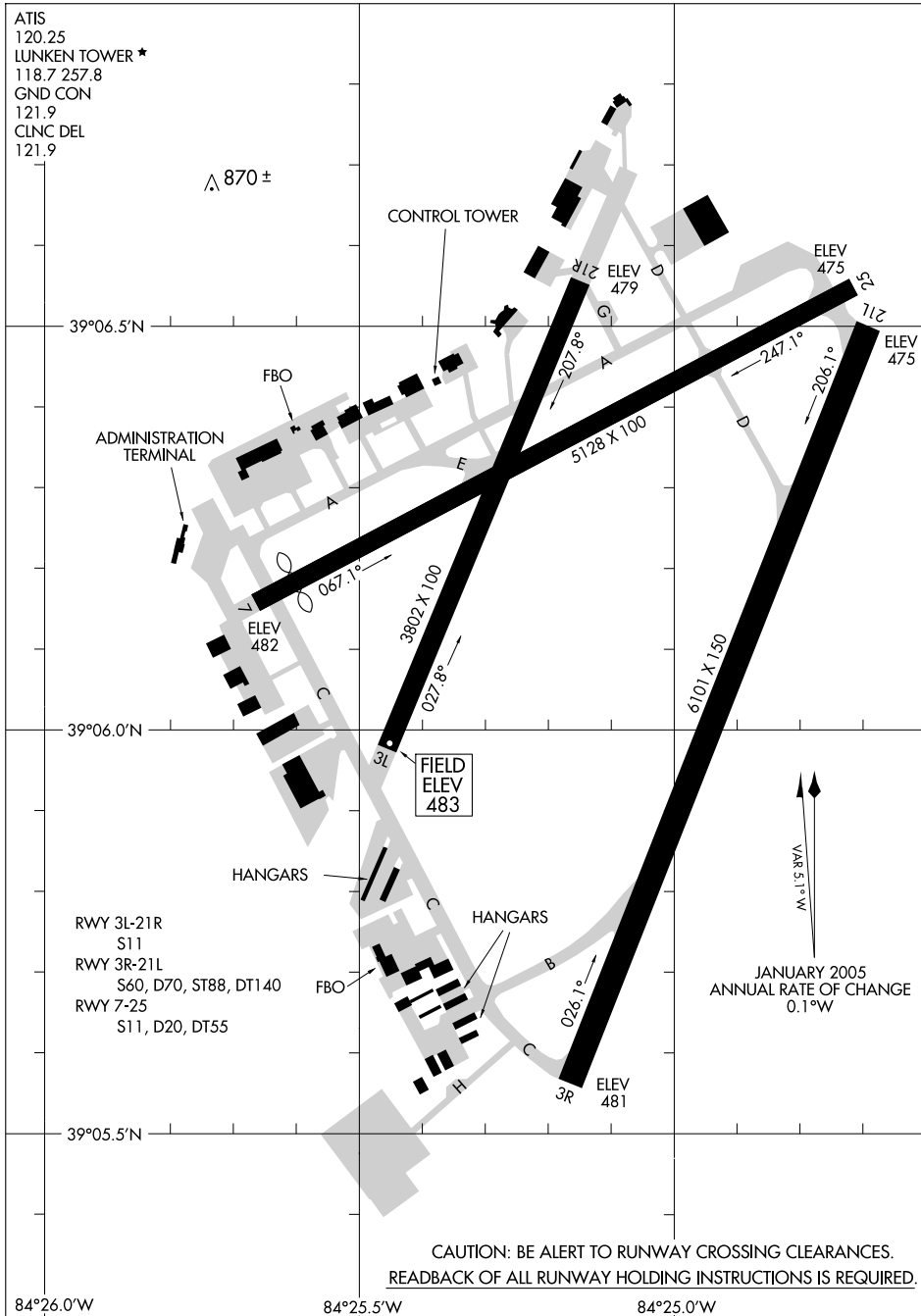
⚠ NA		MISSED APPROACH: Climb to 3000 then right turn via CVG R-051 to ICING Int/26 DME/RADAR and hold.	
AWOS-3 118.475	CINCINNATI APP CON 121.0 257.725	CLNC DEL 124.9	UNICOM 123.0 (CTAF) 0

ADF, DME or RADAR REQUIRED

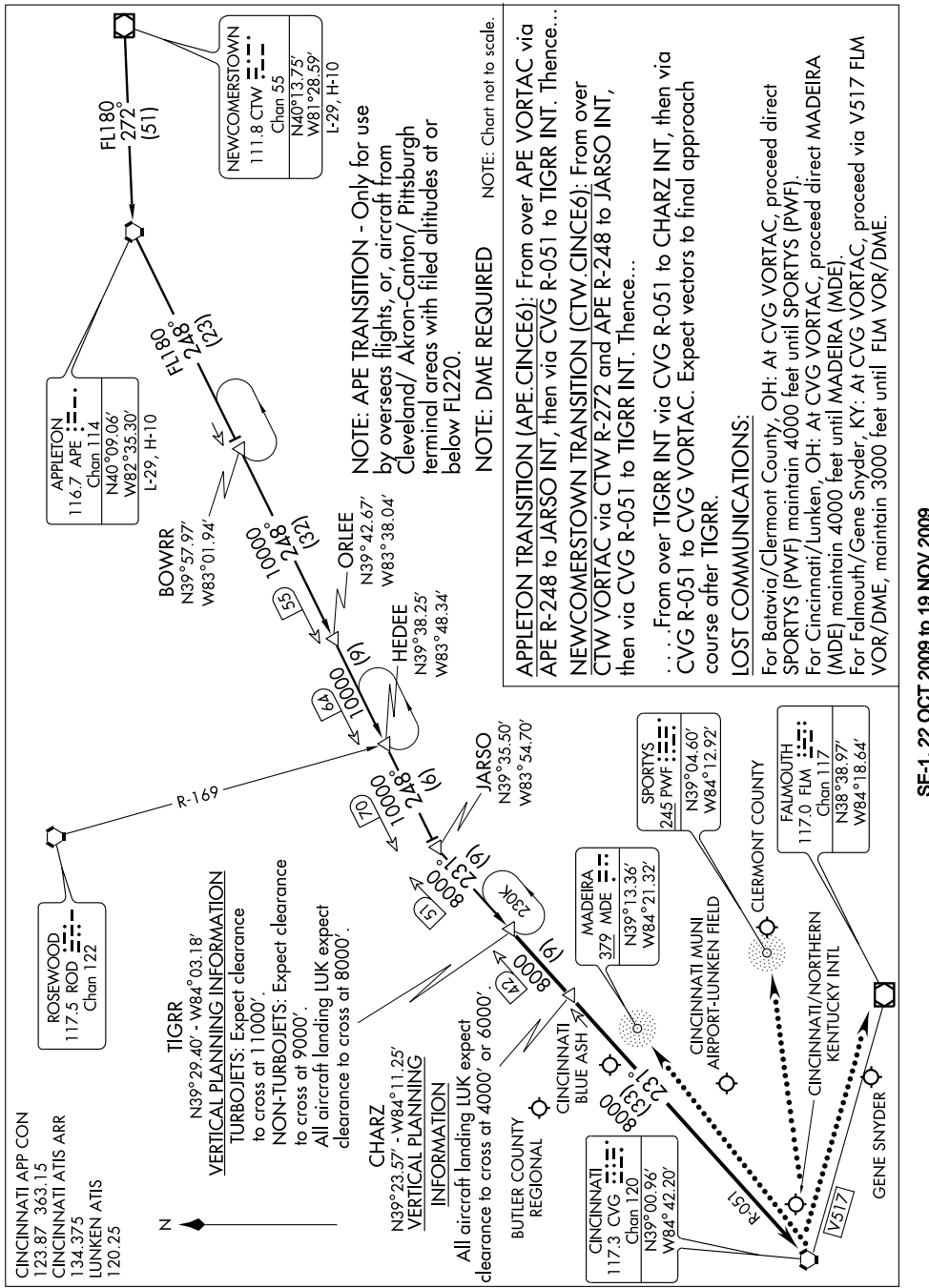


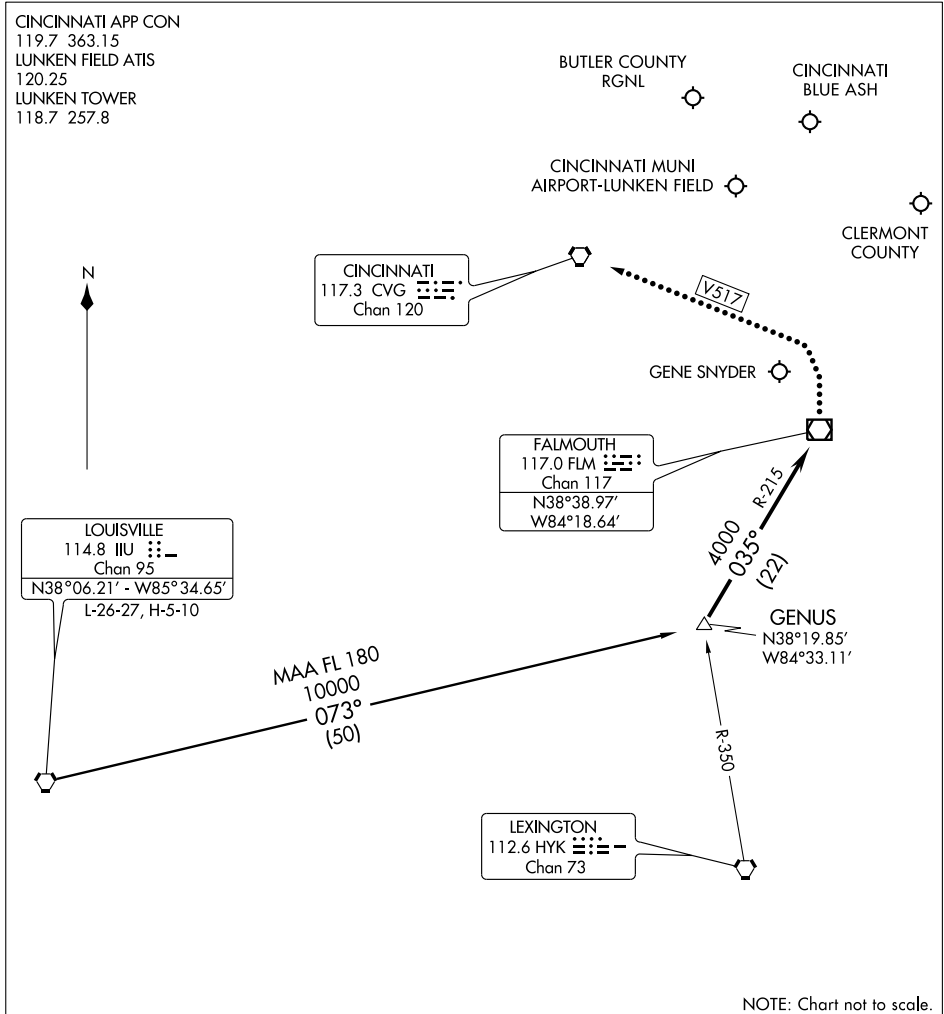
AIRPORT DIAGRAM

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUNK)
CINCINNATI, OHIO



EC-2, 22 OCT 2009 to 19 NOV 2009





ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

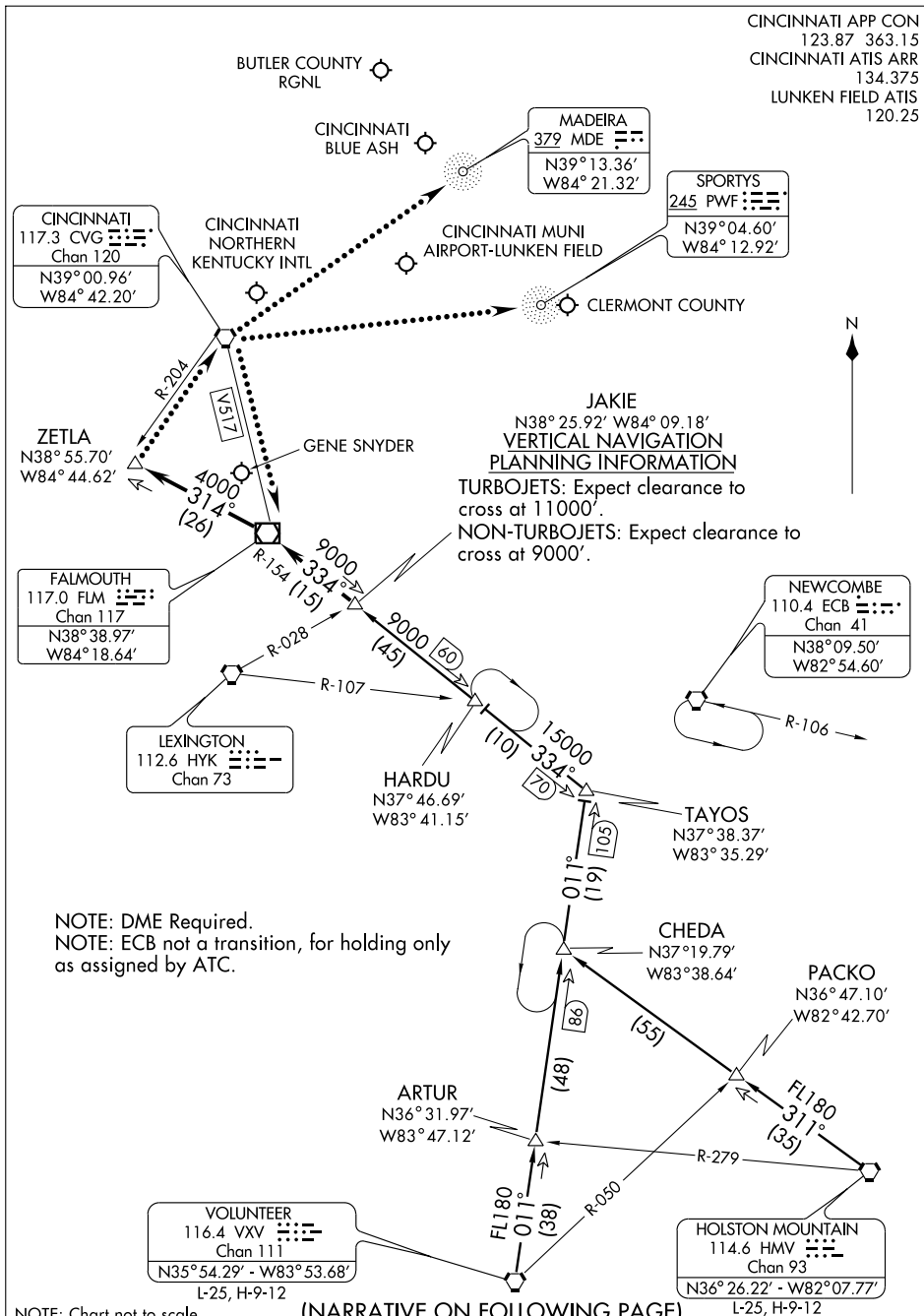
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

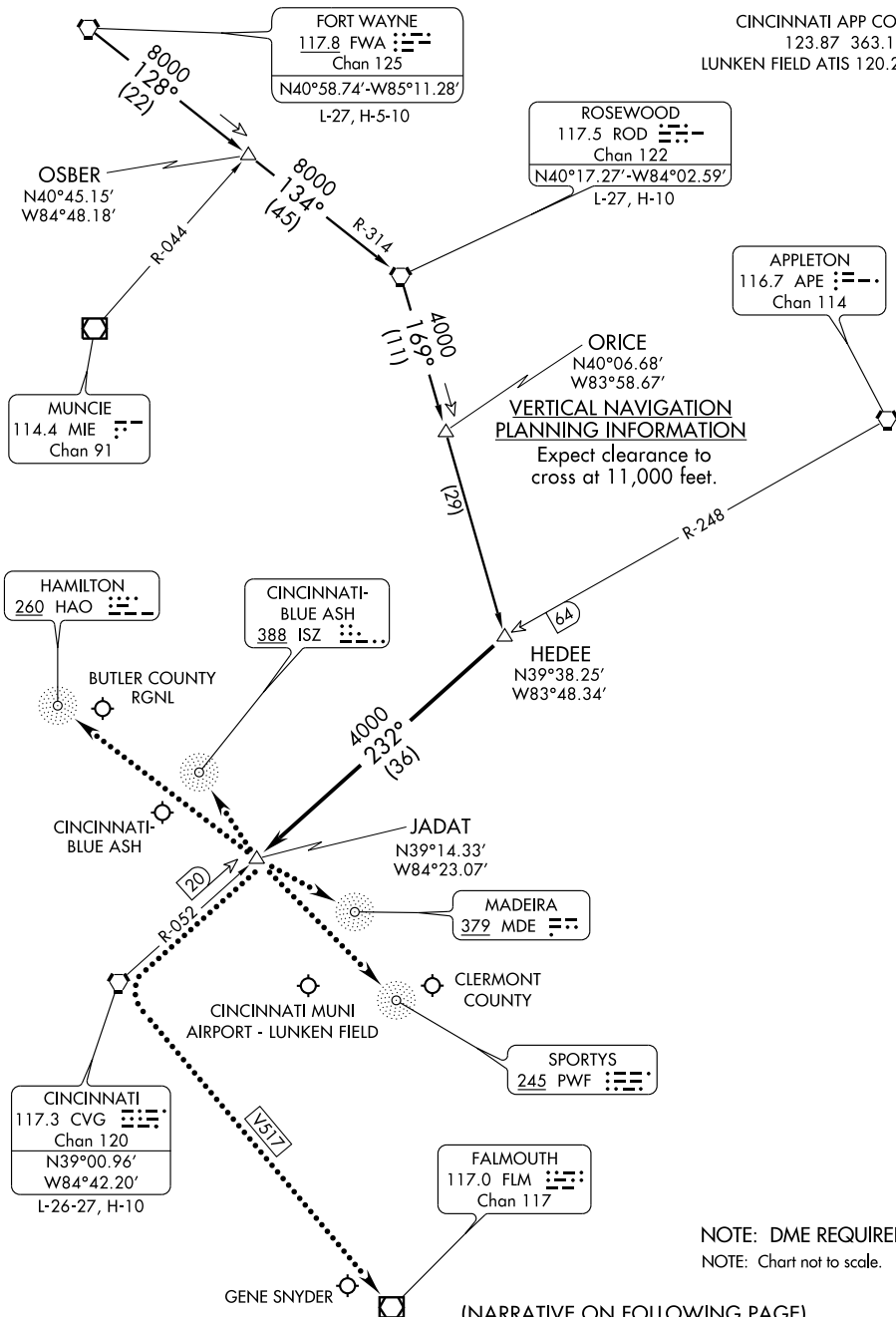
HEDEE ONE ARRIVAL

CINCINNATI, OHIO

CINCINNATI APP CON

123.87 363.15

LUNKEN FIELD ATIS 120.25



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

LOC/DME I-LUK 110.9 Chan 46	APP CRS 205°	Rwy Idg 6101 TDZE 475 Apt Elev 483
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ILS or LOC RWY 21L

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet. For KEELY OM Minimums: increase S-LOC-21L Cats. C and D, Circling Cats. A, B and D visibility $\frac{1}{4}$ mile, Circling Cat. C visibility $\frac{1}{2}$ mile. Inoperative table does not apply to S-LOC-21L Cat. A. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For inoperative MALSR, increase S-LOC-21L Cat. B visibility $\frac{1}{4}$ mile. For KEELY OM Minimums: Increase S-LOC-21L Cats. A and B visibility $\frac{1}{4}$ mile. When using Cincinnati/Northern Kentucky Intl altimeter setting: Increase S-ILS-21L all Cats. visibility $\frac{1}{2}$ mile.

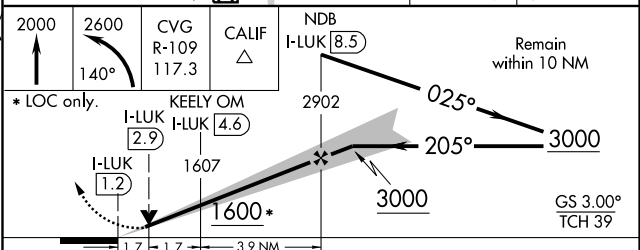
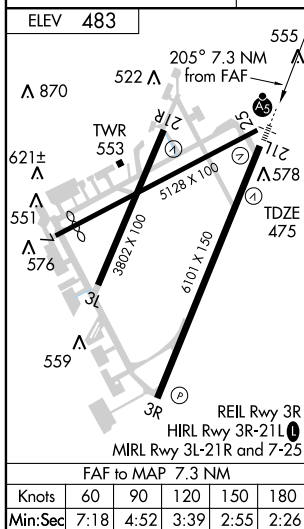
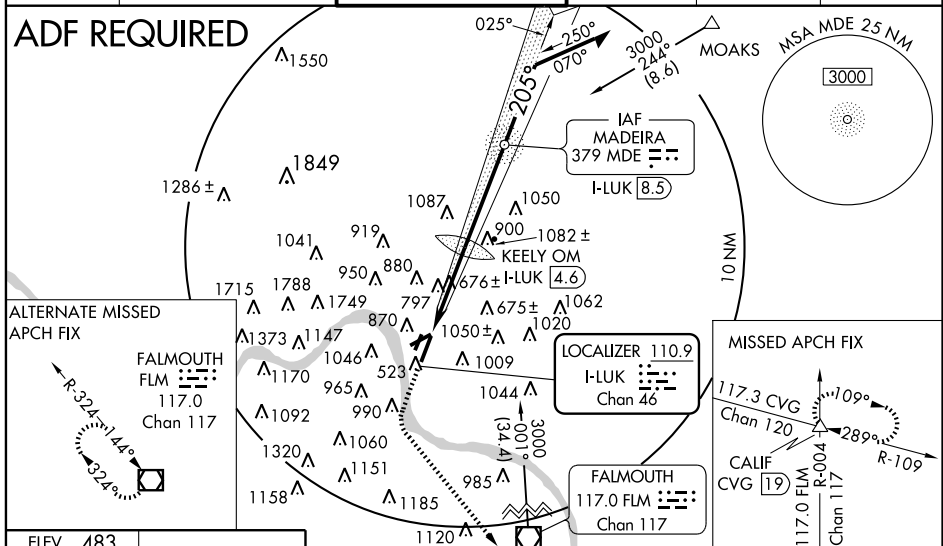
MALSR



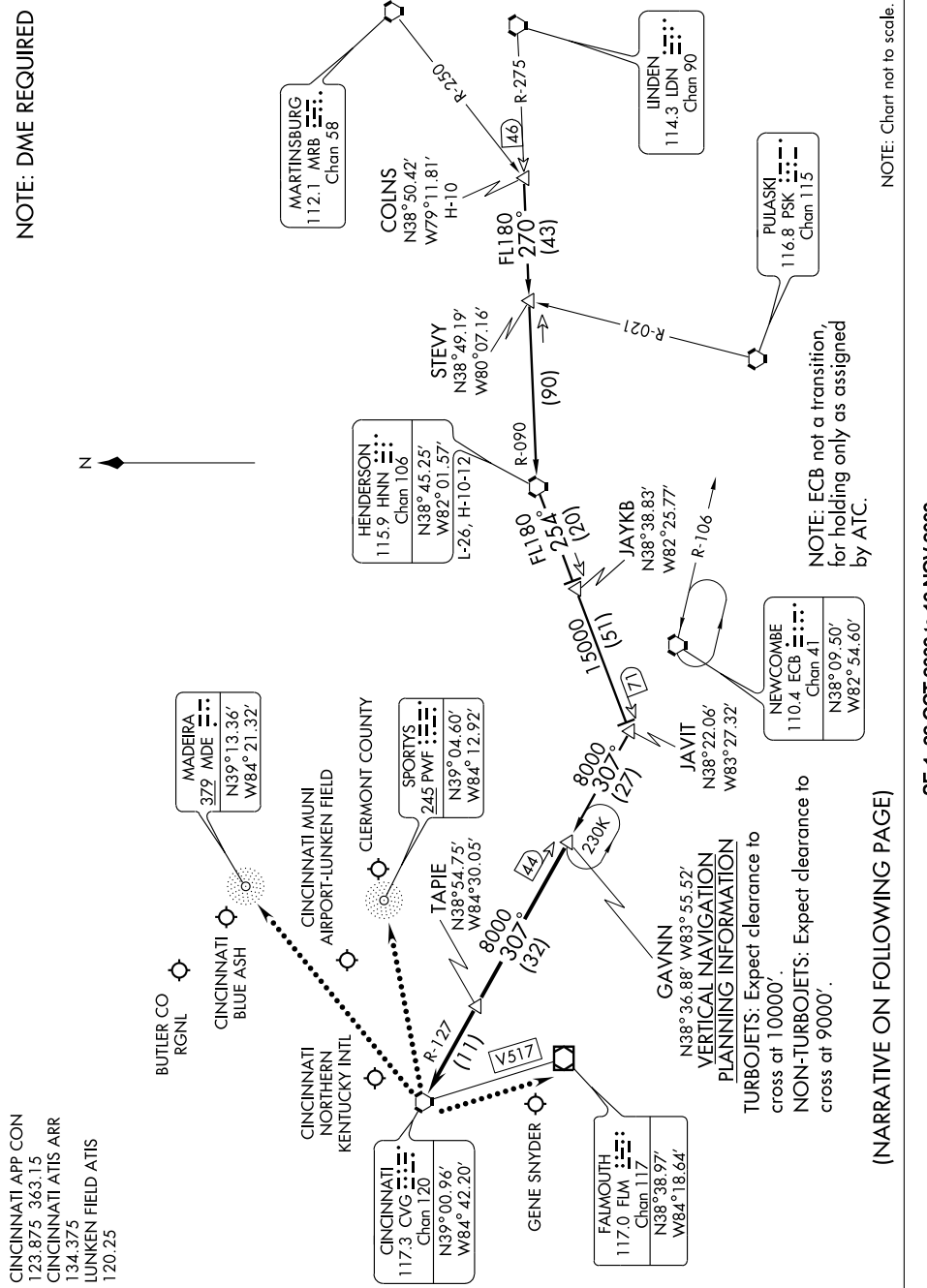
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 via heading 140° and CVG VORTAC R-109 to CALIF INT/CVG 19 DME and hold.

ATIS 120.25	CINCINNATI APP CON 121.0 257.725	LUNKEN TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 21L	750/40 275 (300-¾)			
S-LOC 21L	1600/60 1125 (1200-1¼)		1600-2½ 1125 (1200-2½)	
CIRCLING	1600-1¼ 1117 (1200-1¼)	1600-1½ 1117 (1200-1½)	1600-3 1117 (1200-3)	
KEELY OM MINIMUMS				
S-LOC 21L	1040/40 565 (600-¾)		1040/50 565 (600-1)	1040/60 565 (600-1¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)



ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.

Expect vectors to final approach course after GAVNN.

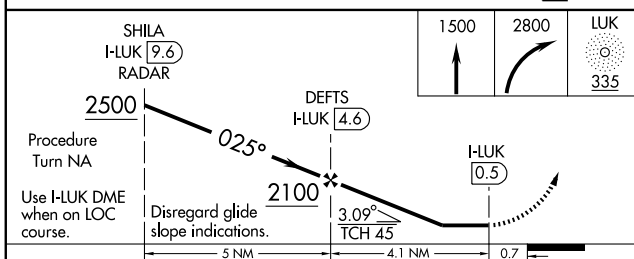
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

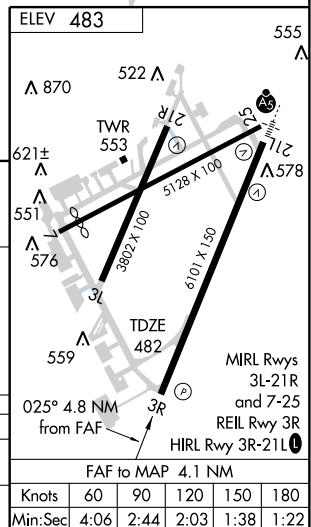
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

ATIS 120.25	CINCINNATI APP CON 121.0 257.725	LUNKEN TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-3R	1240-1 758 (800-1)	1240-1¼ 758 (800-1¼)	1240-2¼ 758 (800-2¼)	1240-2½ 758 (800-2½)
CIRCLING	1300-1 816 (900-1)	1360-1¼ 876 (900-1¼)	1360-2½ 876 (900-2½)	1360-2¾ 876 (900-2¾)

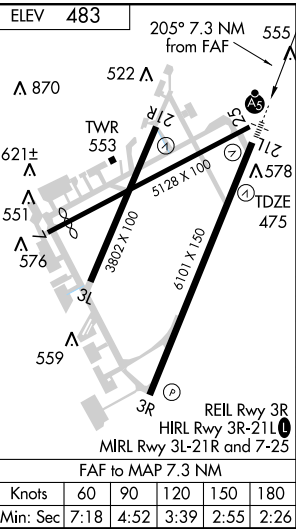
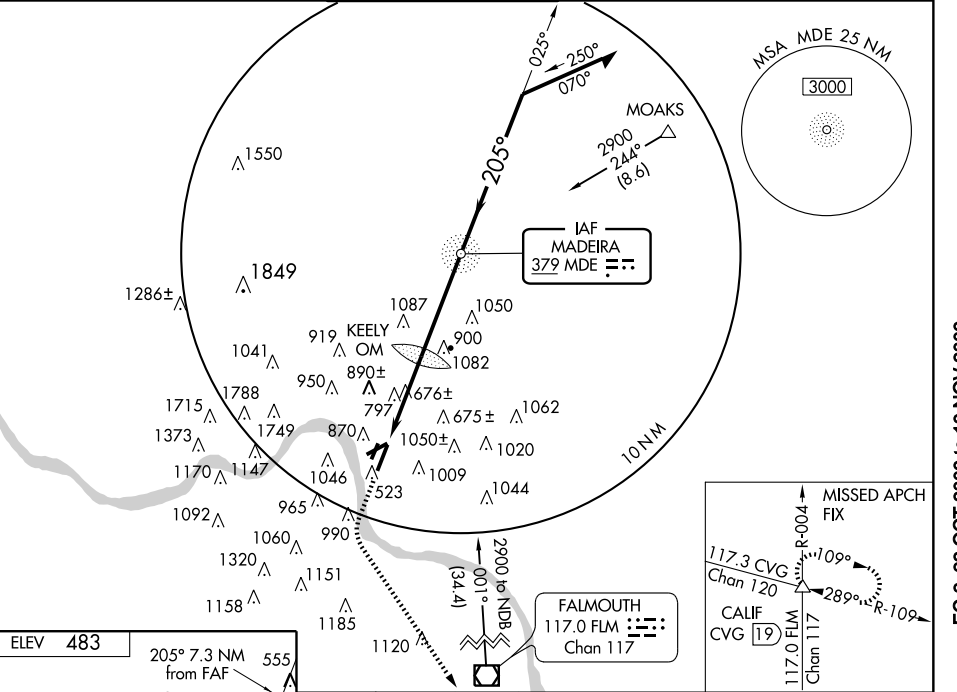


⚠ Inoperative table does not apply to S-21L Cat A. KEELY OM Minimums: For inoperative MALS increase S-21L Cat B visibility to RVR 6000. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 100 feet, increase KEELY OM Minimums S-21L Cats C and D, circling Cats A, B & D visibility ¼ mile, and increase circling Cat C visibility ½ mile.

MALS

MISSED APPROACH: Climb to 2000 via heading 205° then climbing left turn to 2600 via heading 150° and via CVG VORTAC R-109 to CALIF INT and hold.

ATIS 120.25	CINCINNATI APP CON 121.0 257.725	LUNKEN TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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<div>2000</div> <div>↑</div> <div>205°</div>	<div>2600</div> <div>↘</div> <div>150°</div>	<div>CVG</div> <div>R-109</div> <div>117.3</div>	<div>CALIF</div> <div>△</div>	<div>NDB</div> <div>△</div>	<div>Remain within 10 NM</div>
<div>KEELY OM</div> <div>205°</div> <div>2900</div> <div>1600</div> <div>3.06°</div> <div>TCH 38</div> <div>3.4 NM</div> <div>3.9 NM</div>					
CATEGORY	A	B	C	D	
S-21L	1600/60 1125 (1200-1¼)		1600-2½ 1125 (1200-2½)	1600-2¾ 1125 (1200-2¾)	
CIRCLING	1600-1¼ 1117 (1200-1¼)	1600-1½ 1117 (1200-1½)	1600-3 1117 (1200-3)		
KEELY OM MINIMUMS					
S-21L	1240/40 765 (800-¾)		1240-1¾ 765 (800-1¾)	1240-2¼ 765 (800-2¼)	
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)	

NDB LUK <u>335</u>	APP CRS 232°	Rwy Idg 5128 TDZE 478 Apt Elev 483
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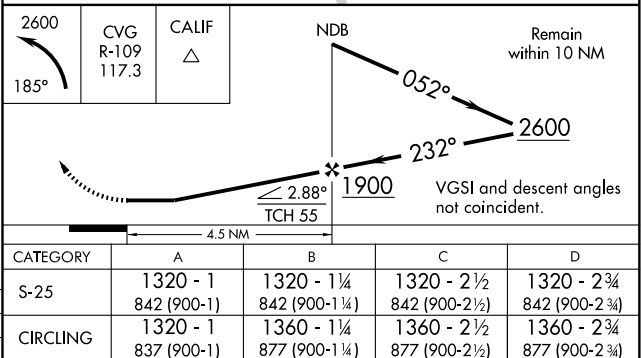
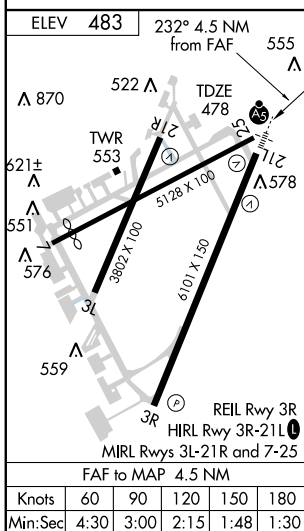
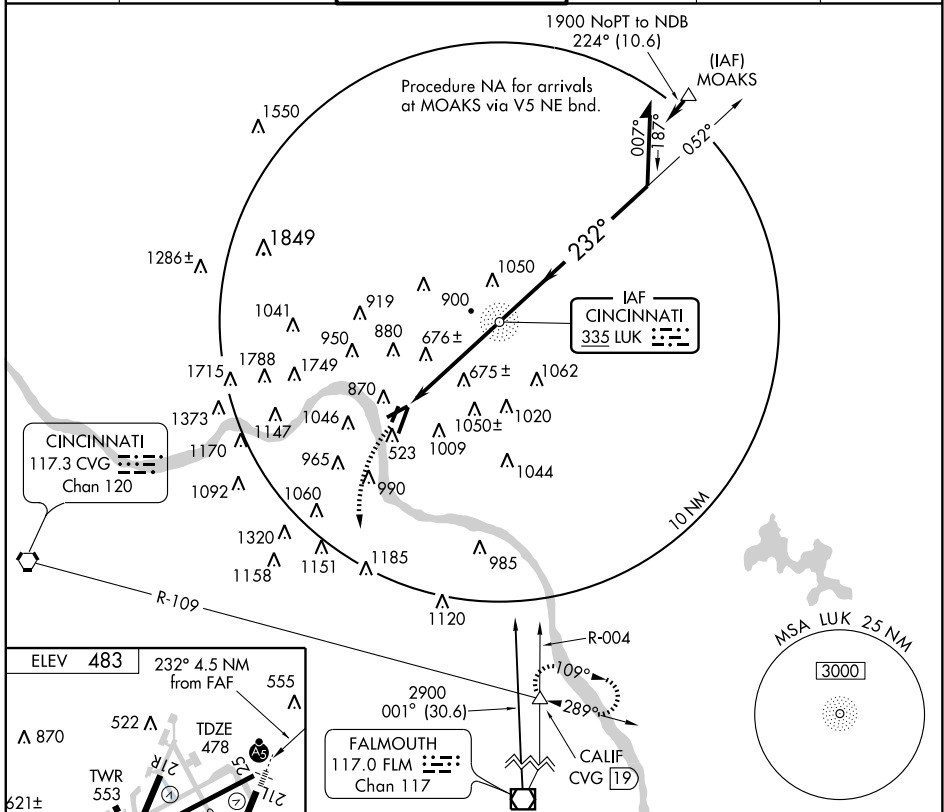
NDB RWY 25

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

T If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDAs 100 feet.
A Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2600 via heading 185° and CVG VORTAC R-109 to CALIF Int and hold.

ATIS 120.25	CINCINNATI APP CON 121.0 257.725	LUNKEN TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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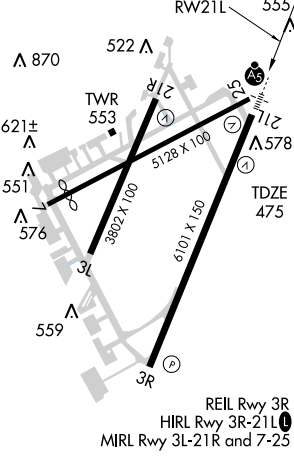
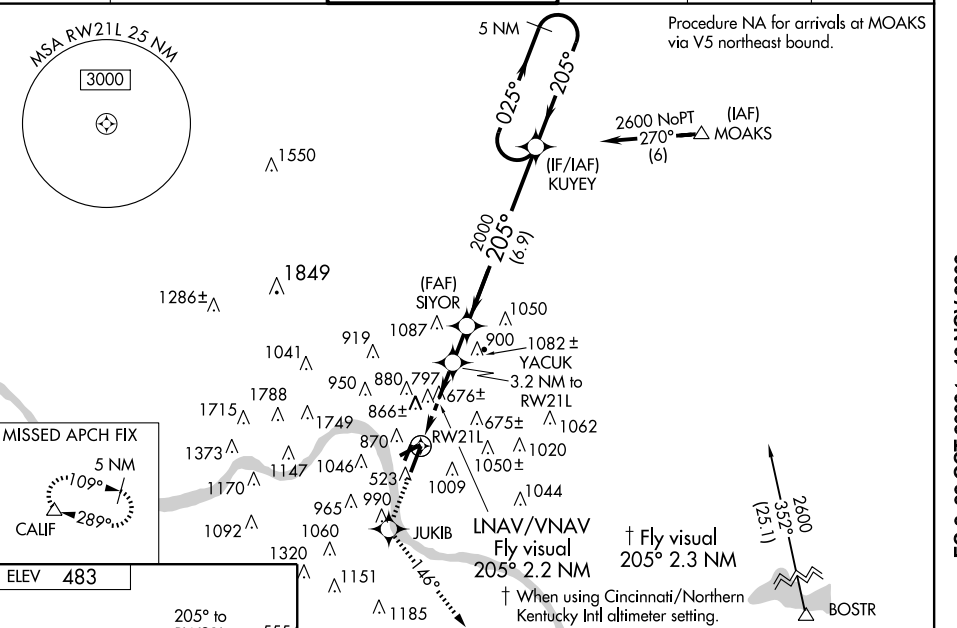
WAAS CH 42511 W21A	APP CRS 205°	Rwy Idg TDZE Apt Elev 483
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T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet, all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV Cats C and D, LNAV Cat B, and Circling Cats B & D visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. For inoperative MALSR, increase LPV all Cats visibility ½ mile. Inoperative table does not apply to LNAV/VNAV.

MALSR

MISSED APPROACH:
Climb to 2600 direct JUKIB and via 146° track to CALIF and hold.

ATIS 120.25	CINCINNATI APP CON 121.0 257.725	LUNKEN TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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2600 146° track CALIF		When using Cincinnati/Northern Kentucky Intl altimeter setting.		KUYEY		5 NM Holding Pattern	
LNAV/VNAV fly visual 205° 2.2 NM		*1.9 NM to RW21L		YACUK 3.2 NM to RW21L		SIYOR	
† Fly visual 205° 2.3 NM		RW21L		1540*		2000	
1.9 NM		1.3 NM		1.4 NM		6.9 NM	
CATEGORY	A		B		C		D
LPV DA	834/40		359 (400-¾)				
LNAV/VNAV DA	1230-2	755 (800-2)	1230-2¼ 755 (800-2¼)		1230-2½ 755 (800-2½)		
LNAV MDA	1120/40	645 (700-¾)	1120/60 645 (700-1¼)		1120-1½ 645 (700-1½)		
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)		1360-2¾ 877 (900-2¾)		

WAAS CH 86701 W25A	APP CRS 246°	Rwy Idg 5128 TDZE 478 Apt Elev 483
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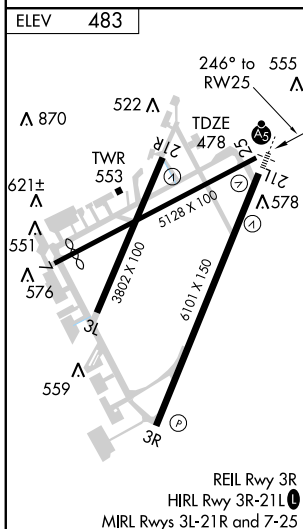
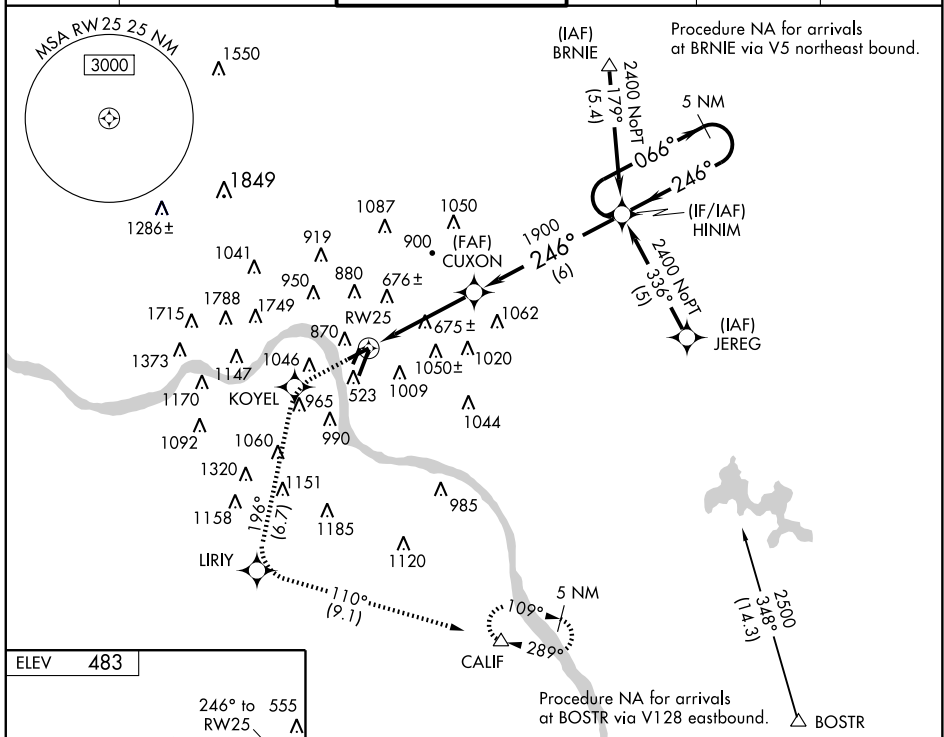
RNAV (GPS) RWY 25

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

- T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all
- A** DAs/MDAs 100 feet. Visibility reduction by helicopter NA.

MISSED APPROACH: Climb to 2600 direct KOYEL and left turn via 196° track to LIRIY, and via 110° track to CALIF and hold.

ATIS 120.25	CINCINNATI APP CON 121.0 257.725	LUNKEN TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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2600 ↑	KOYEL ✧	196° track ↷	LIRY ✧ 110° track	CALIF △	HINIM 5 NM Holding Pattern
VGS1 and RNAV glidepath not coincident. 					066° → ← 246° 2400 GS 3.00° TCH 45
CATEGORY	A		B	C	D
LPV DA	875-1 1/2 397 (400-1 1/2)				
RNAV/ VNAV DA	NA				
RNAV MDA	1160-1 682 (700-1)		1160-2 682 (700-2)		1160-2 1/4 682 (700-2 1/4)
CIRCLING	1300-1 817 (900-1)	1360-1 1/4 877 (900-1 1/4)	1360-2 1/2 877 (900-2 1/2)		1360-2 3/4 877 (900-2 3/4)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3L: Climb heading 027°, expect vectors to WADAL, then via depicted route to ROCKT, thence

TAKE-OFF RUNWAY 3R: Climb heading 025°, expect vectors to WADAL, then via depicted route to ROCKT, thence

TAKE-OFF RUNWAY 7: Climb heading 066°, expect vectors to WADAL, then via depicted route to ROCKT, thence

TAKE-OFF RUNWAY 21R: Climb heading 207°, expect vectors to WADAL, then via depicted route to ROCKT, thence

TAKE-OFF RUNWAY 21L: Climb heading 205°, expect vectors to WADAL, then via depicted route to ROCKT, thence

TAKE-OFF RUNWAY 25: Climb heading 246° to 1100, then climbing left turn heading 180°, expect vectors to WADAL, then via depicted route to ROCKT, thence

. . . . maintain 2500. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT3.AHTIY)

TIVERTON TRANSITION (ROCKT3.TVT)

TAKEOFF OBSTACLE NOTES

- Rwy 3L: Bldg and Hangars beginning 306' from DER, 258' left of centerline, up to 41' AGL/521' MSL.
Multiple Trees beginning 958' from DER, 144' right of centerline, up to 67' AGL/556' MSL.
Trees 1.3 NM from DER, 2,271' left of centerline, 97' AGL/866' MSL.
Pole 1.6 NM from DER, 334' left of centerline, 68' AGL/797' MSL.
- Rwy 3R: Multiple Trees beginning 1,426' from DER, 196' left of centerline, up to 68' AGL/557' MSL.
Multiple Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL.
Trees 1.4 NM from DER, 2,393' left of centerline, 97' AGL/856' MSL.
Pole 1.6 NM from DER, 2,062' left of centerline, 68' AGL/797' MSL.
- Rwy 7: Multiple Trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL.
Multiple Trees beginning 664' from DER, 45' left of centerline, up to 86' AGL/575' MSL.
Trees 4,515' from DER, 1,519' right of centerline, 81' AGL/720' MSL.
Trees 1.4 NM from DER, 2,088' right of centerline, 95' AGL/824' MSL.
- Rwy 21R: Multiple Trees beginning 1,444' from DER, 204' left of centerline, up to 66' AGL/555' MSL.
Multiple Trees beginning 1,072' from DER, 25' right of centerline, up to 79' AGL/568' MSL.
Trees 1.1 NM from DER, 2,261' right of centerline, 86' AGL/895' MSL.
Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL.
Tower 2.4 NM from DER, 694' right of centerline, 106' AGL/943' MSL.
- Rwy 21L: Multiple Trees beginning 122' from DER, 104' left of centerline, up to 85' AGL/574' MSL.
Multiple Trees beginning 422' from DER, 313' right of centerline, up to 82' AGL/571' MSL.
Trees 4,521' from DER, 1,659' left of centerline, 117' AGL/716' MSL.
Tower 2.0 NM from DER, 2,027' right of centerline, 168' AGL/990' MSL.
Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL.
- Rwy 25: Sign, Pole, multiple Hangars and Trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL.
Road, Bldg, multiple Poles and Trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL.
Trees 4,537' from DER, 837' right of centerline, 82' AGL/831' MSL.
Tank 1.4 NM from DER, 1,755' right of centerline, 210' AGL/1,046' MSL.
Antenna on building 2.3 NM from DER, 2,552' left of centerline, 116' AGL/915' MSL.

VOR XUB
112.5

APP CRS
165°

Rwy Idg	4351
TDZE	685
Apt Elev	685

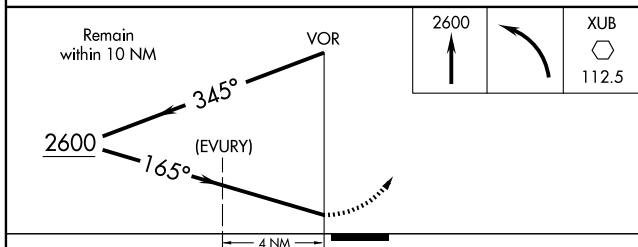
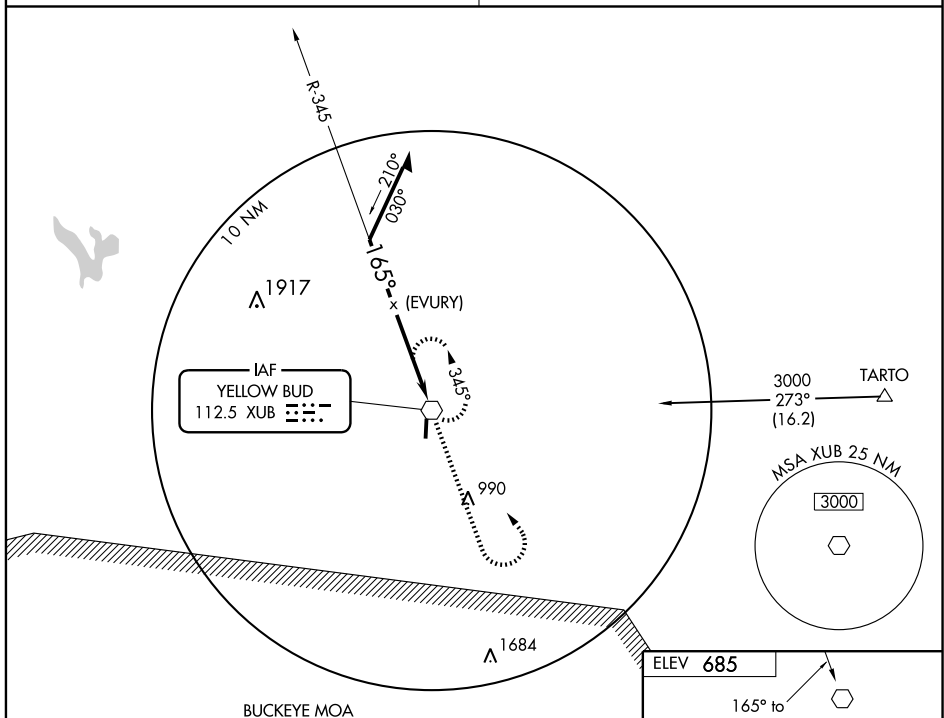
VOR or GPS RWY 19

CIRCLEVILLE / PICKAWAY COUNTY MEMORIAL (CYO)

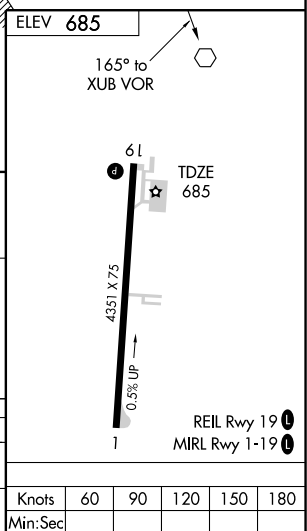
A NA Use Columbus Rickenbacker altimeter setting.

MISSED APPROACH: Climb to 2600 then left turn direct XUB VOR and hold.

COLUMBUS APP CON
132.3 279.6

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-19	1280-1	595 (600-1)	1280-1½ 595 (600-1½)	1280-1¾ 595 (600-1¾)
CIRCLING	1280-1	595 (600-1)	1280-1½ 595 (600-1½)	1300-2 615 (700-2)



AIRPORT DIAGRAM

AL-5370 (FAA)

CLEVELAND/ BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

ATIS
125.25
LAKEFRONT TOWER ★
124.3 319.8
GND CON
121.9
CLNC DEL
121.9 (when tower closed)

RWY 6L-24R
S93, D113, ST144, DT170
RWY 6R-24L
S43, D50, DT82

HANGAR

ELEV
582

ELEV
583

FIELD
ELEV
583

6198 X 150

5197 X 100

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° W

VAR 7.9° W

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

GENERAL AVIATION
PARKING

CONTROL TOWER
656 ±

ADMINISTRATION BLDG
CONTROL TOWER
U.S. CUSTOMS
649

FIRE STATION

ELEV
581

ELEV
581

1917

ALPHE TWO DEPARTURE (RNAV)

ATIS

125.25

CLEVELAND DEP CON

125.35 346.32

N

ALPHE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.

Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL.

Rwy 24L: Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.

Rwy 24R: Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL.

Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.

Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

3000
3240
(/99)

HUDDZ

3000

*2200

267°

(22)

AMRST

NOTE: DME/DME/IRU or GPS required

NOTE: RNAV 1

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.



TAKE-OFF MINIMUMS:

Rwy 6L: 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800'.

Rwy 6R: 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800'.

Rwy 24L: 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900'.

Rwy 24R: 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900'.

AMRST TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

NOTE: RADAR REQUIRED

ATIS DEP
125.25
CLEVELAND DEP CON
125.35 346.325

CARLETON
115.7 CRL
Chan 104

N42°02.88'-W83°27.46'
L-28, H-10

WATERVILLE
113.1 VWV
Chan 78

N41°27.09'
W83°38.32'
L-28, H-10

SANDUSKY
109.2 SKY
Chan 29

N41°21.48'
W82°09.72'
L-30, H-10

DRYER
113.6 DJB
Chan 83

N41°21.48'
W82°09.72'
L-30, H-10

CHARDON
112.7 CXR
Chan 74

N41°14.70'
W82°59.33'
L-28, H-10

TAKE-OFF MINIMUMS:

Rwy 6L, 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800'.

Rwy 6R, 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800'.

Rwy 24L, 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900'.

Rwy 24R, 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900'.



R-159

7000
339°
(53)

3000
*2200
295°
(32)

AMRST
N41°14.70'
W82°59.33'

(38)

(22)

HUDDZ
N41°18.68'
W82°30.59'

1800
065°
1900
065°
R-272

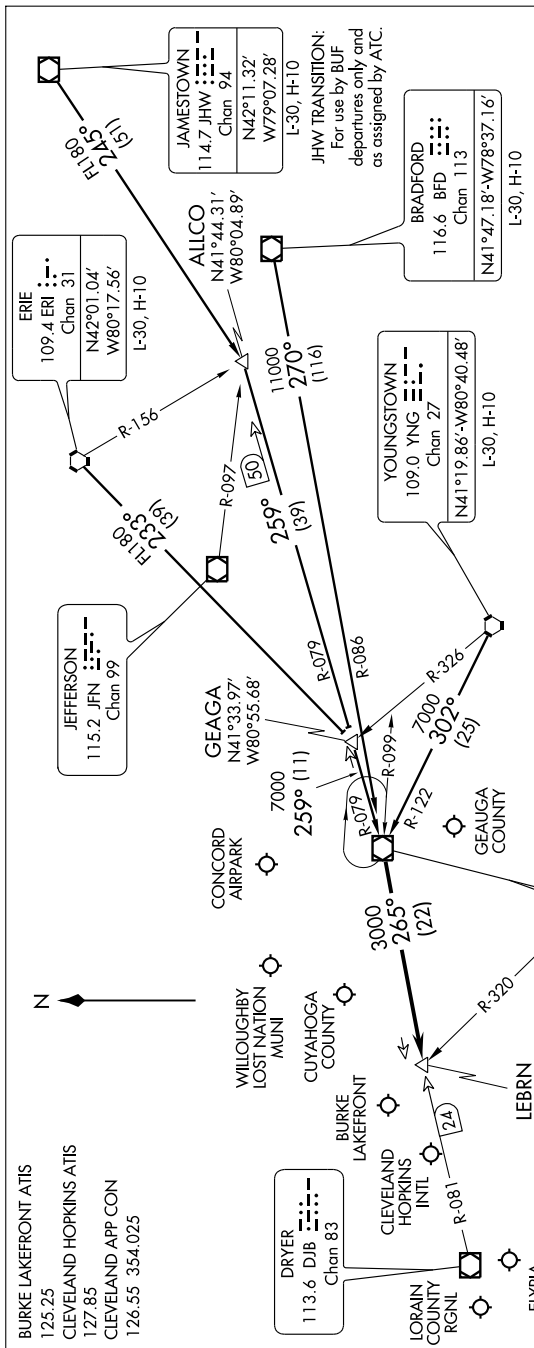
NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

AMRST TWO DEPARTURE

TAKE-OFF OBSTACLES:

- Rwy 6L: OL on Hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL.
Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL.
Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.
- Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL.
Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL.
Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL.
Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.
- Rwy 24L: Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL.
Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL.
Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL.
Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL.
Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.
- Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL.
Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL.
Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL.
Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.



ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence

From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

NOTE: RADAR Required.
NOTE: Chart not to scale.



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.

LOC/DME I-BFT 109.75 Chan 34 (Y)	APP CRS 245°	Rwy Idg 6198	24R 5197	24L 583
		TDZE 583		
		Apt Elev 583		

ILS or LOC RWY 24R

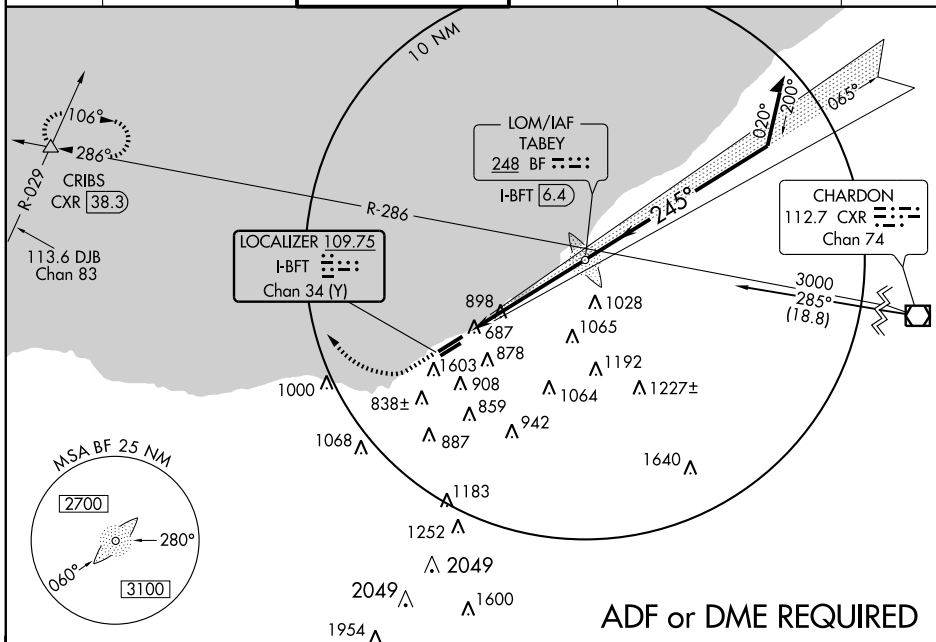
CLEVELAND / BURKE LAKEFRONT (BKL)

- Circling not authorized SE of Rwy 6R-24L.
 Inoperative table does not apply to S-LOC Cat C.
 S-ILS minimums not authorized when control tower closed.

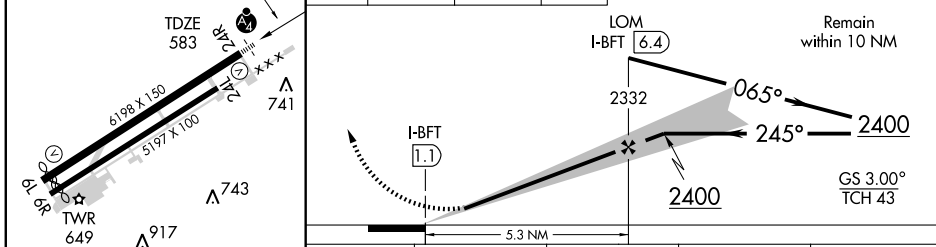
MAISF

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 heading 350°, intercept CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.

ATIS 125.25	CLEVELAND APP CON 125.35 354.025	LAKEFRONT TOWER ★ 124.3 (CTAF) 0 319.8	GND CON 121.9	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95
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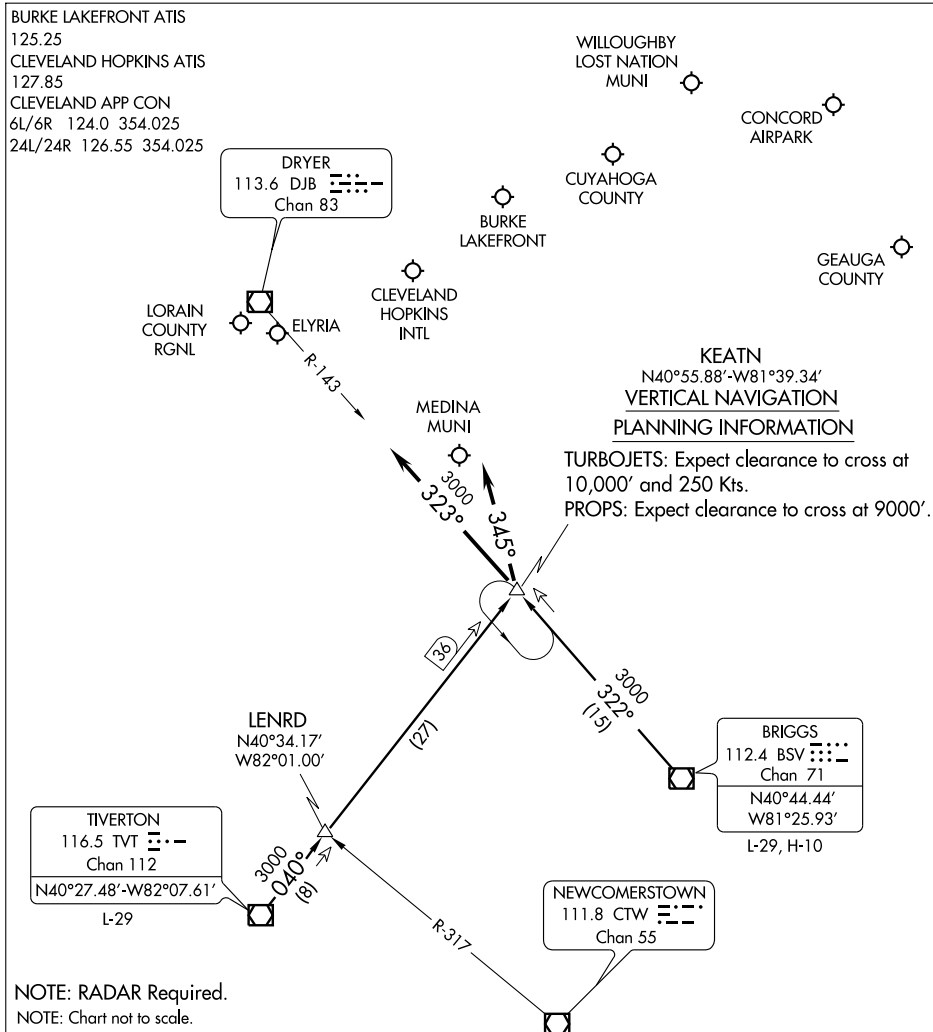


ELEV 583	1000	2000	3000	CRIBS △
Rwy 6L Idg 5933' Rwy 6R Idg 4930'	↑	HDG 350°	CXR R-286 112.7	



CATEGORY	A	B	C	D
S-ILS 24R	856-1 273 (300-1)			
S-LOC 24R	1160-3/4	577 (600-3/4)	1160-1 1/2	1160-1 3/4
SIDESTEP 24L	1160-1	577 (600-1)	1160-1 1/2	1160-2
CIRCLING	1160-1	577 (600-1)	1160-1 1/2	1160-2

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence. . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence. . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

▼

▲

Circling NA southeast of Rwy 6R-24L.
Inoperative table does not apply.

MALSF

-

MISSED APPROACH: Climbing right turn to 2000 heading 350° to CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.

ATIS
125.25

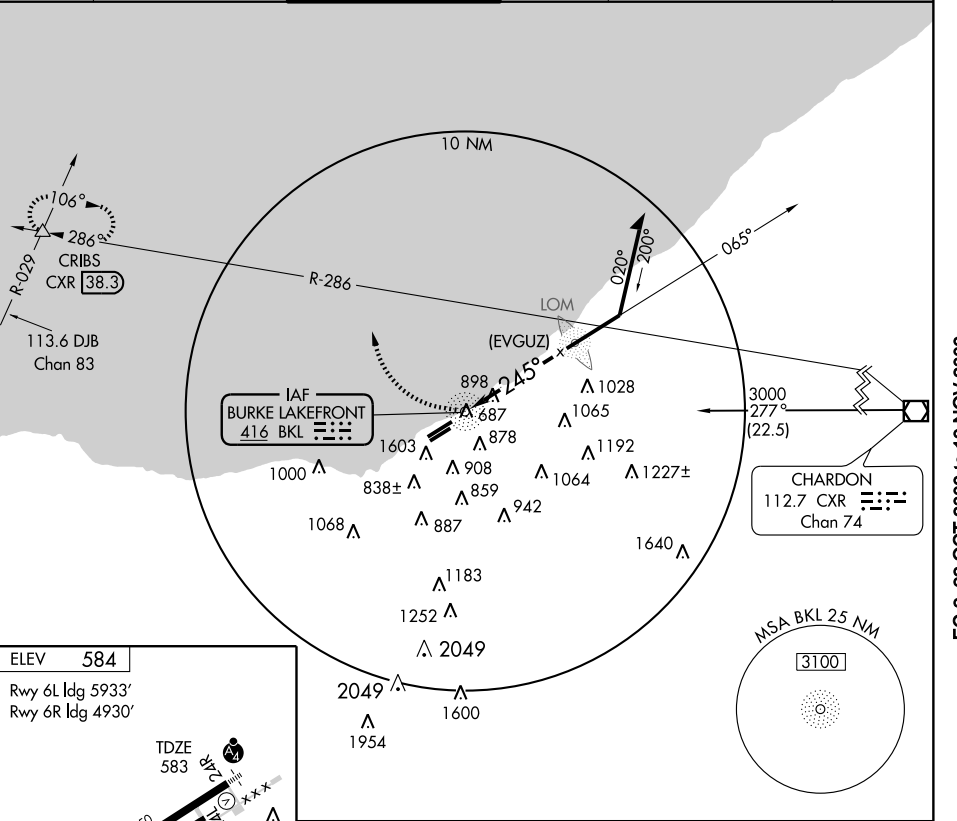
CLEVELAND APP CON
125.35 354.025

LAKEFRONT TOWER ★
124.3 (CTAF) 319.8

GND CON
121.9

CLNC DEL
121.9 (when tower closed)

UNICOM
122.95



ELEV 584

Rwy 6L Idg 5933'

Rwy 6R Idg 4930'

TDZE 583

6198 X 150

5197 X 100

6L 6R

TWR 649

741

743

917

1209

REIL Rwy 6L and 24L

HIRL Rwy 6L-24R and 6R-24L

Knots 60 90 120 150 180

Min:Sec

2000

3000

CRIBS

HDG 350°

CXR R-286 112.7

NDB*

065°

2400

245°

(EVGUZ)

Remain within 10 NM

0.6 NM

4 NM

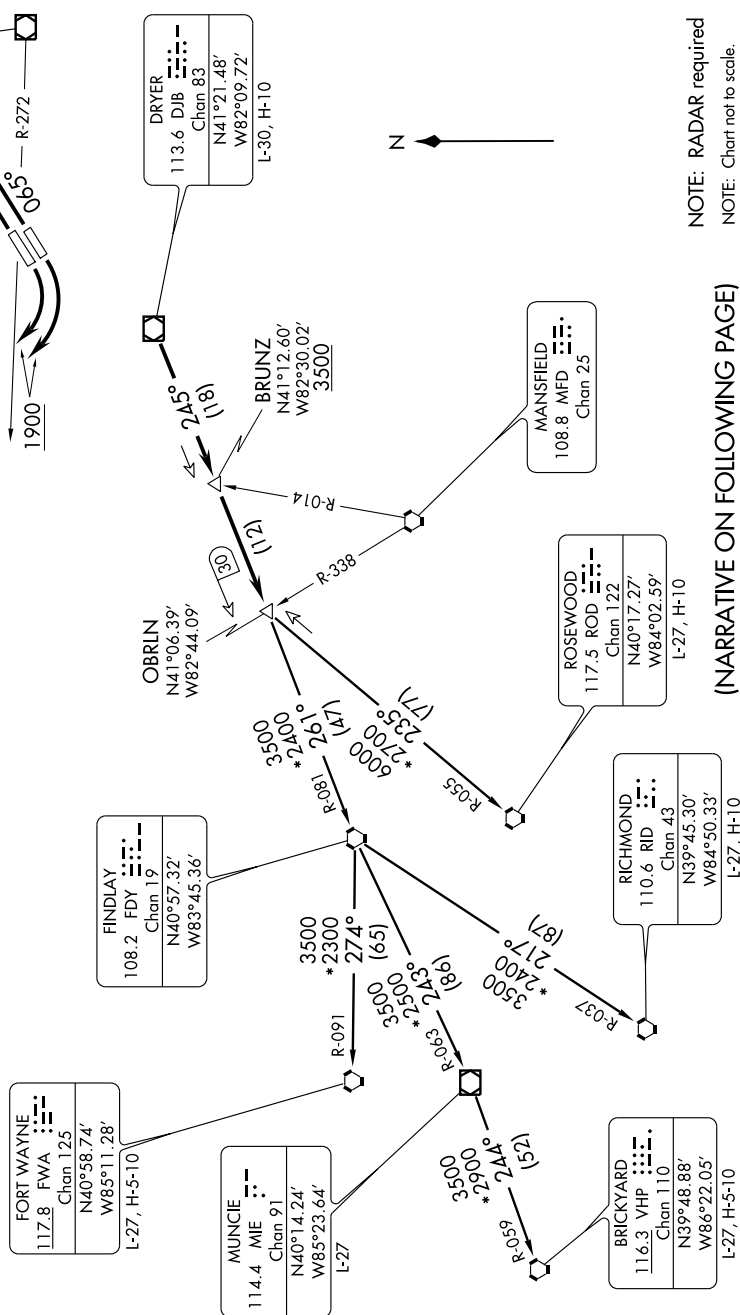
CATEGORY	A	B	C	D
S-24R	1400-1 817 (900-1)	1400-1½ 817 (900-1½)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)
CIRCLING	1400-1 817 (900-1)	1400-1½ 817 (900-1½)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)

OBRLN TWO DEPARTURE

TAKE-OFF MINIMUMS:

ATIS 125.25
CLEVELAND DEP CON
125.35 346.325

Rwy 6L, 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800'.
Rwy 6R, 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800'.
Rwy 24L, 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900'.
Rwy 24R, 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900'.



(NARRATIVE ON FOLLOWING PAGE)

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL.

Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL.

Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.

Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL.

Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL.

Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL.

Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.

Rwy 24L: Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL.

Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL.

Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL.

Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL.

Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.

Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL.

Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL.

Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL.

Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

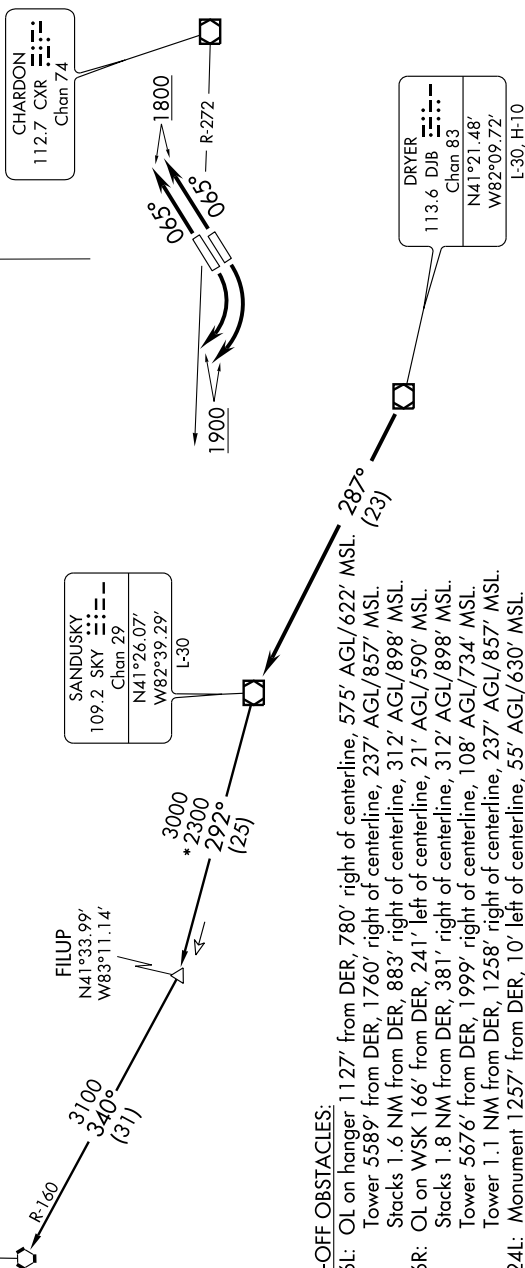
SANDUSKY TWO DEPARTURE

ATIS 125.25
CLEVELAND DEP CON
125.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwy 6L: 400-2 or STANDARD with minimum climb of 400' per NM to 1800.
Rwy 6R: 400-2 or STANDARD with minimum climb of 360' per NM to 1800.
Rwy 24L: 300-1½ or STANDARD with minimum climb of 527' per NM to 1900.
Rwy 24R: 200-1 or STANDARD with minimum climb of 527' per NM to 1900.



NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

TAKE-OFF OBSTACLES:

Rwy 6L: OL on hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL. 287° (23)
Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL.
Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.
Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL.
Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL.
Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL.
Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.
Rwy 24L: Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL.
Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL.
Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL.
Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL.
Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.
Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL.
Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL.
Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL.
Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

SANDUSKY TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

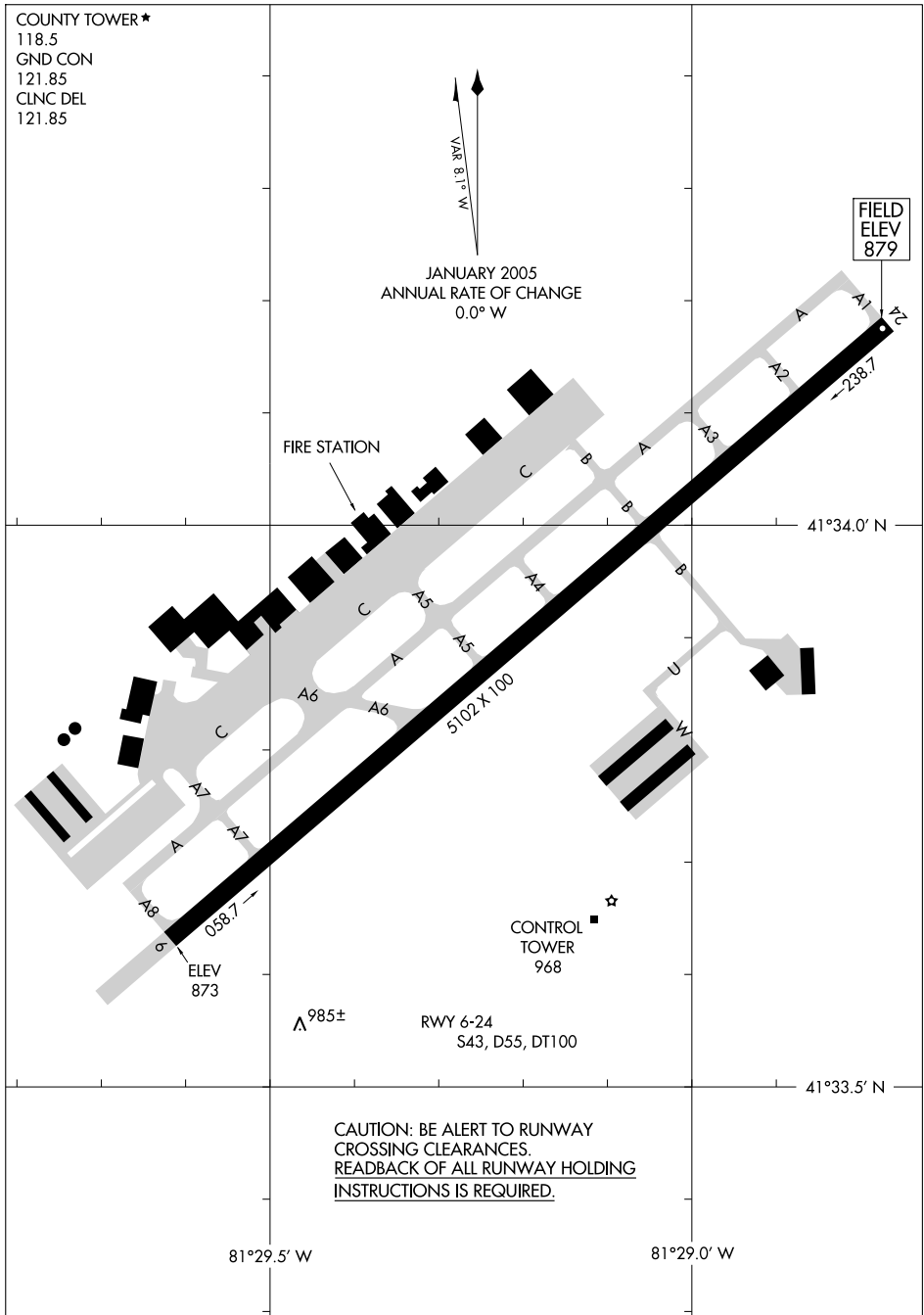
POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

AIRPORT DIAGRAM

AL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO

CLEVELAND DEP CON
 125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

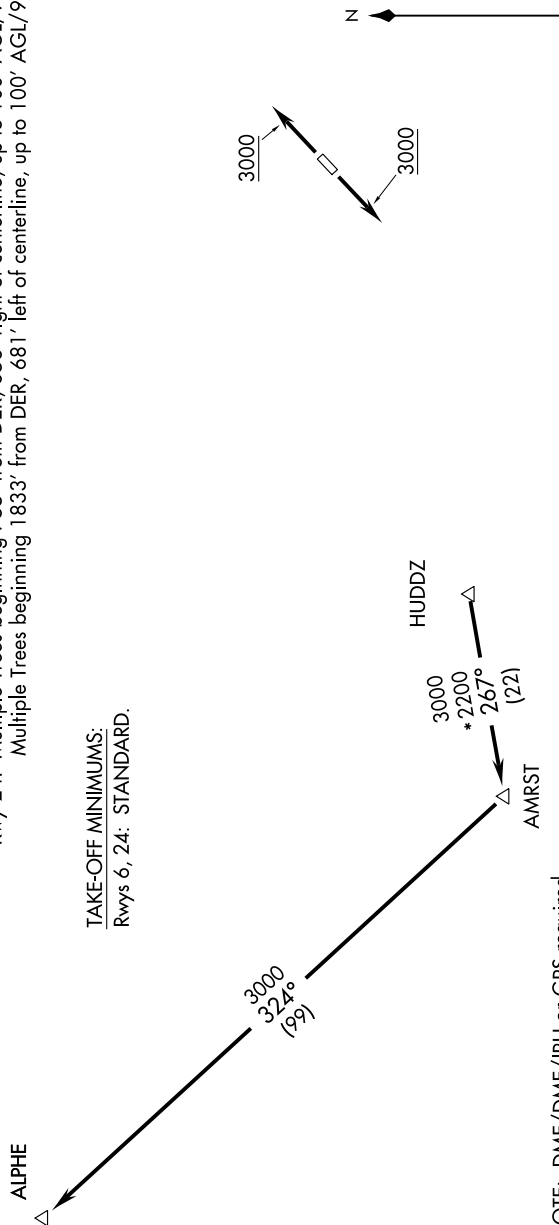
Rwy 6: Trees beginning 2127' from DER, 975' right of centerline, up to 109' AGL/982' MSL.

Tree 2595' from DER, 740' left of centerline, 93' AGL/947' MSL.

Rwy 24: Multiple Trees beginning 755' from DER, 658' right of centerline, up to 100' AGL/948' MSL.
 Multiple Trees beginning 1833' from DER, 681' left of centerline, up to 100' AGL/974' MSL.

TAKE-OFF MINIMUMS:

Rwys 6, 24: STANDARD.



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 6, 24: STANDARD.

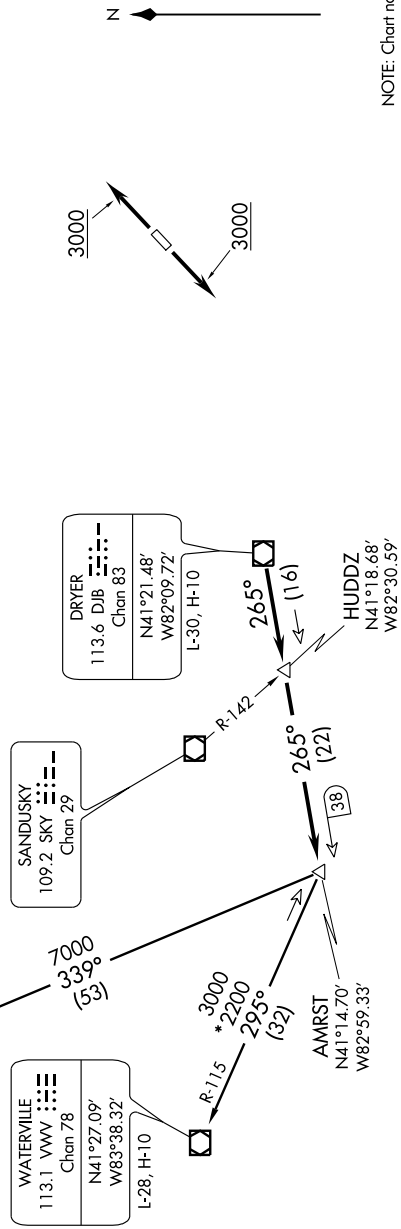
NOTE: RADAR REQUIRED

CARLETON
115.7 CRL
Chan 104

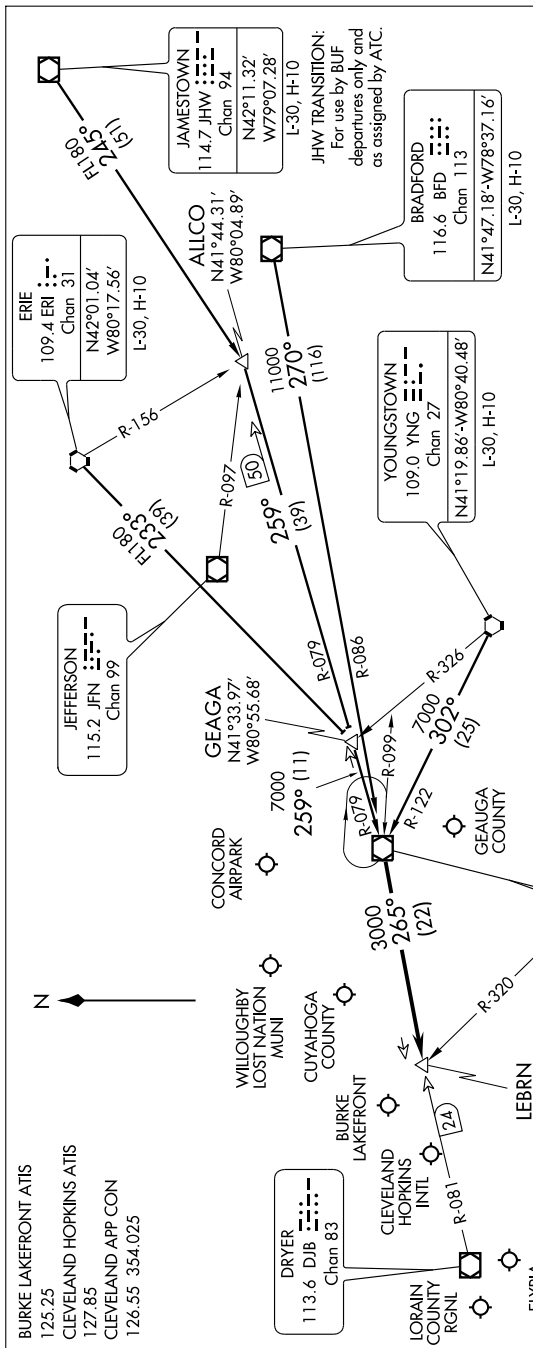
N42°02.88'-W83°27.46'
L-28, H-10

TAKE-OFF OBSTACLES:

- Rwy 6: Trees beginning 2127' from DER, 975' right of centerline, up to 109' AGL/982' MSL.
Tree 2595' from DER, 740' left of centerline, 93' AGL/947' MSL.
Rwy 24: Multiple Trees beginning 755' from DER, 658' right of centerline, up to 100' AGL/948' MSL.
Multiple Trees beginning 1833' from DER, 681' left of centerline, up to 100' AGL/974' MSL.



NOTE: Chart not to scale.



ARRIVAL ROUTE DESCRIPTION

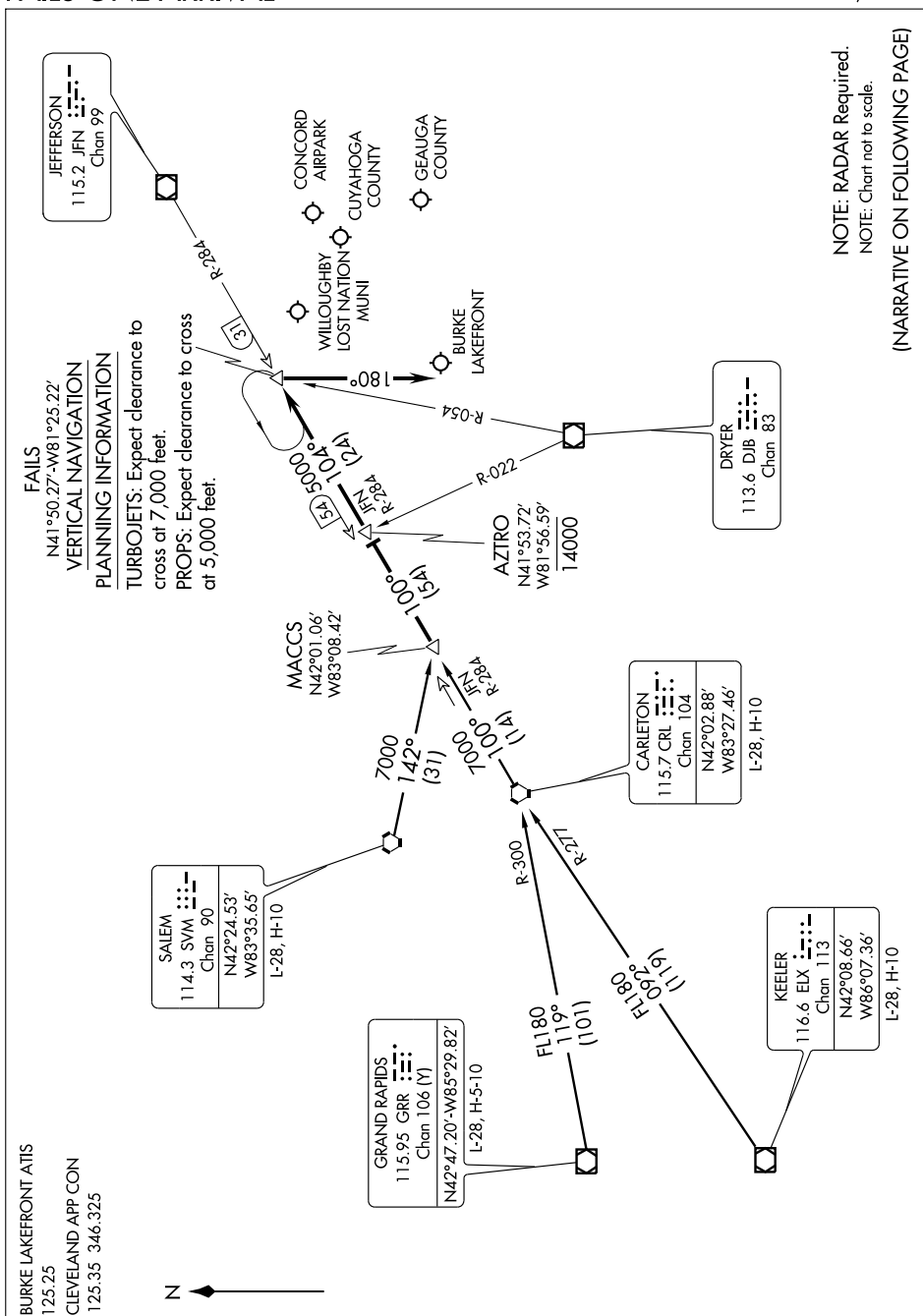
BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence

ERI TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .


KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.

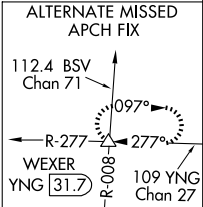
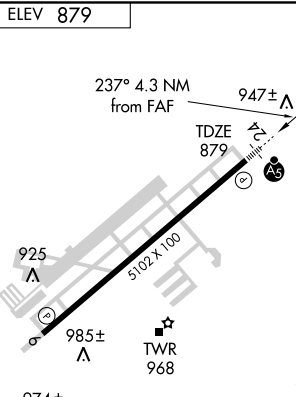
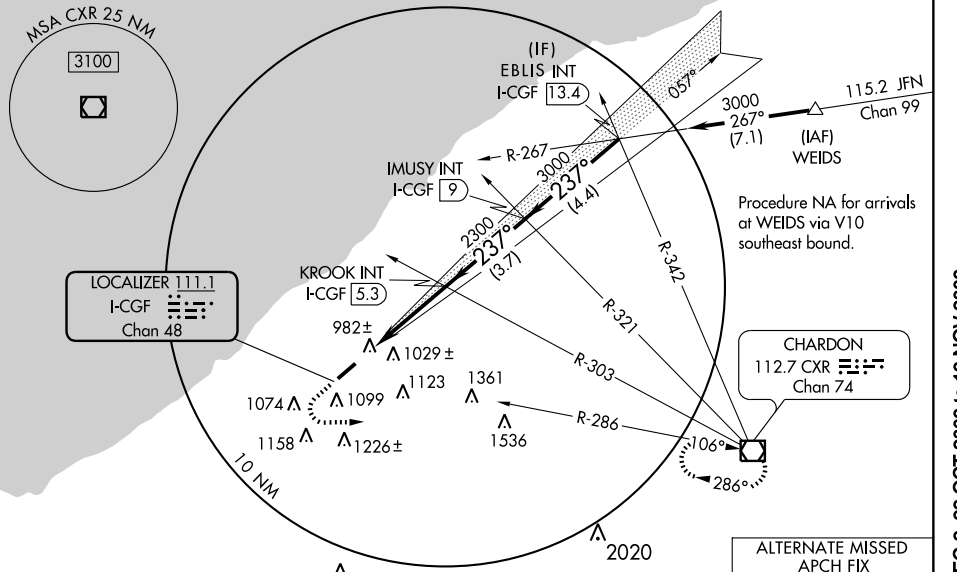
⚠ For inoperative MALSR, increase S-LOC 24 Cat A/B/C visibility to 1 mile. Visibility reduction by helicopters NA. For inoperative MALSR, when using Cleveland-Hopkins Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1¼ mile and S-LOC 24 Cat A/B visibility to 1 mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase DA 56 feet, and all MDA 60 feet. Increase circling Cat C visibility ¼ mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

MALSR



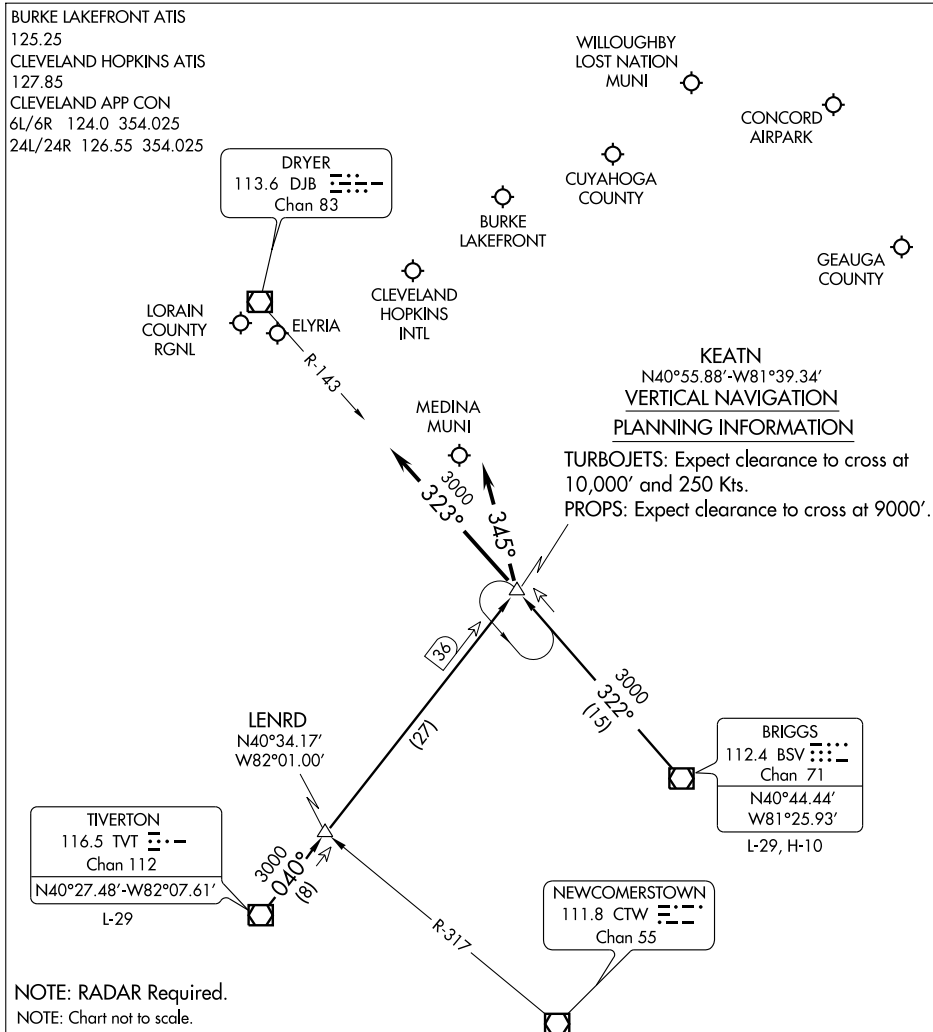
MISSED APPROACH: Climb to 1600, then climbing left turn to 3100 via CXR VOR/DME R-286 to CXR VOR/DME and hold.

CLEVELAND APP CON 125.35 354.025	COUNTY TOWER★ 118.5 (CTAF) 0	GND CON 121.85	CLNC DEL 121.85	UNICOM 122.95
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FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26
CATEGORY	A		B		D
S-ILS 24	1192-¾		313 (400-¾)		
S-LOC 24	1240-¾		361 (400-¾)		
CIRCLING	1400-1 521 (600-1)		1420-1 541 (600-1)		1480-2 601 (700-2)

EC-2, 22 OCT 2009 to 19 NOV 2009



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence. . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence. . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

LOC/DME I-CGF	APP CRS	Rwy Idg	5102
111.1	057°	TDZE	873
Chan 48		Apt Elev	879

LOC/DME BC RWY 6

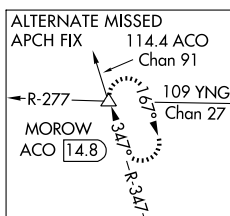
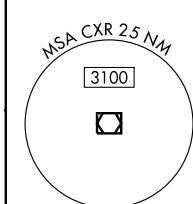
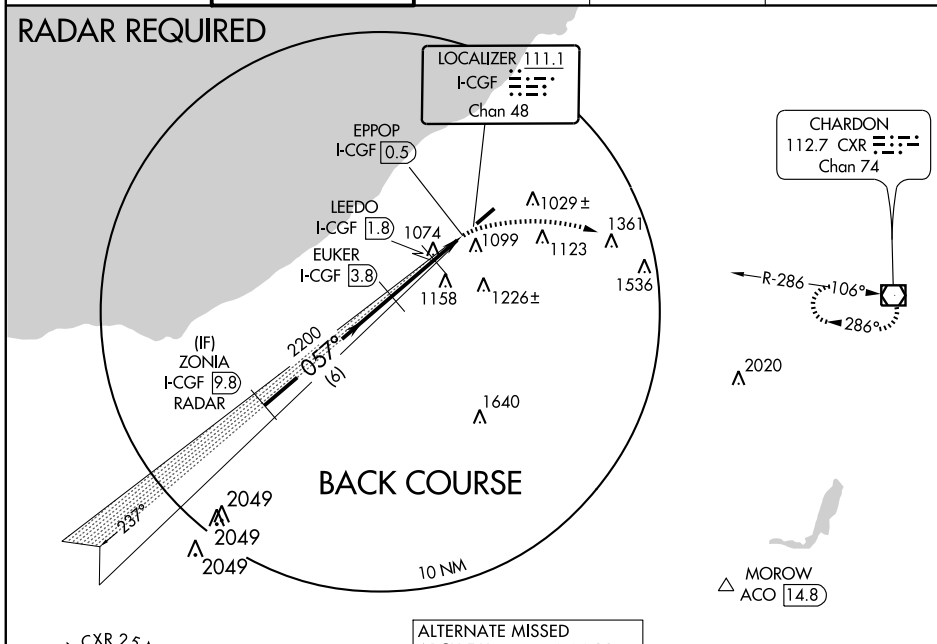
CLEVELAND/CUYAHOGA COUNTY (CGF)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and S-6 Cat D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 direct CXR VOR/DME and hold.

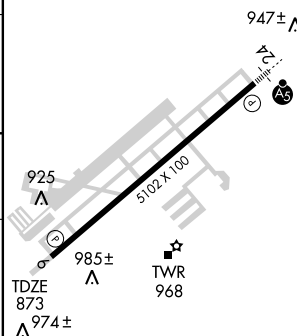
CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) 0	121.85	121.85	122.95

RADAR REQUIRED



ELEV 879

Disregard GS indications.				
3100 CXR 112.7				
ZONIA I-CGF 9.8 RADAR				
3000 057° 2200 3.04° TCH 42 1540				
EUKER I-CGF 3.8 LEEDO I-CGF 1.8 EPPOP I-CGF 0.5				
6 NM 2 NM 1.3 NM 0.7				
CATEGORY	A	B	C	D
S-6	1380-1	507 (600-1)	1380-1½	507 (600-1½)
CIRCLING	1400-1	1420-1	1420-1½	1480-2
	521 (600-1)	541 (600-1)	541 (600-1½)	601 (700-2)



REIL Rwy 6 0
HIRL Rwy 6-24 0

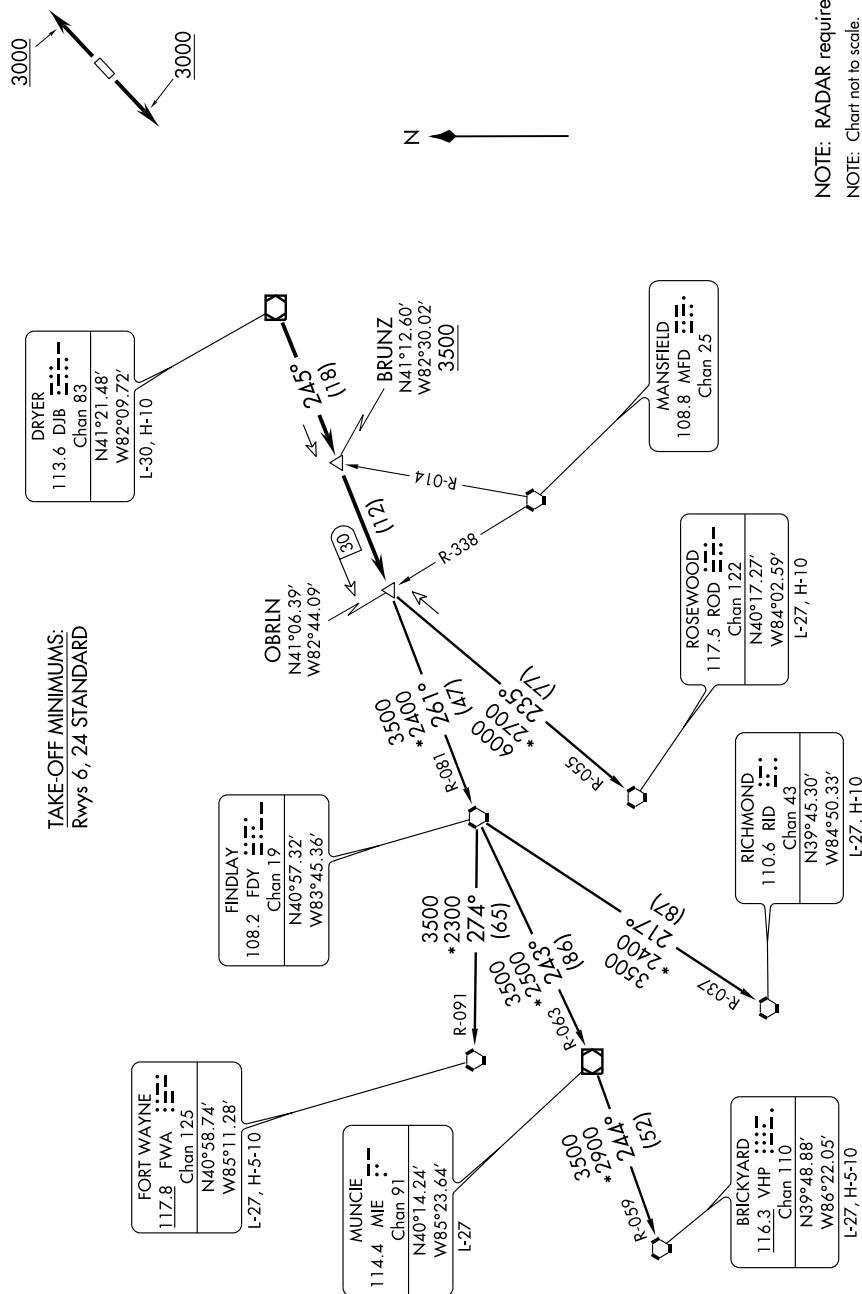
OBRNLN TWO DEPARTURE

NOTE: RADAR required
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 6, 24 STANDARD

CLEVELAND DEP CON
125.35 346.325



EC-2, 22 OCT 2009 to 19 NOV 2009

OBRLN TWO DEPARTURE

CLEVELAND, OHIO



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 6: Trees beginning 2127' from DER, 975' right of centerline, up to 109' AGL/982' MSL.
Tree 2595' from DER, 740' left of centerline, 93' AGL/947' MSL.

Rwy 24: Multiple Trees beginning 755' from DER, 658' right of centerline, up to 100' AGL/948' MSL.
Multiple Trees beginning 1833' from DER, 681' left of centerline, up to 100' AGL/974' MSL.

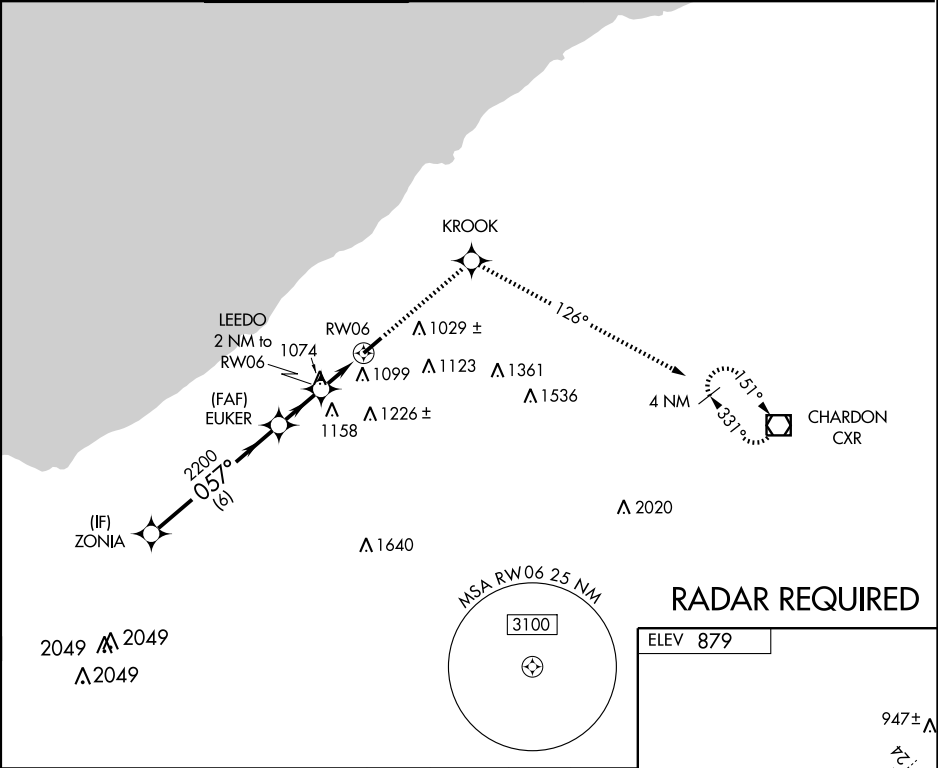
APP CRS	Rwy Idg	5102
057°	TDZE	873
	Apt Elev	879

RNAV (GPS) RWY 6
CLEVELAND/CUYAHOGA COUNTY (CGF)

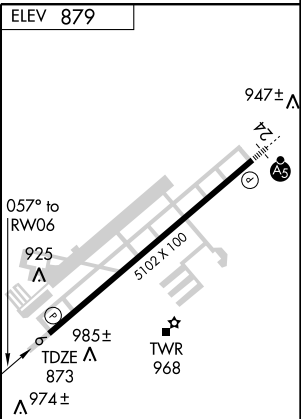
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Cleveland-Hopkins
Intl altimeter setting and increase all MDA 60 feet. Increase
LNAV Cat D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct KROOK
and via 126° Track to CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) 0	121.85	121.85	122.95



RADAR REQUIRED



	ZONIA	EUKER	LEEDO 2 NM to RW06	KROOK	CXR
	3000	2200	1540	3100	126° Track
	057°	3.04°	TCH 42		
	6 NM	2 NM	2 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1380-1	507 (600-1)	1380-1½	507 (600-1½)	
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)	

REIL Rwy 6 0
HIRL Rwy 6-24 0

▼

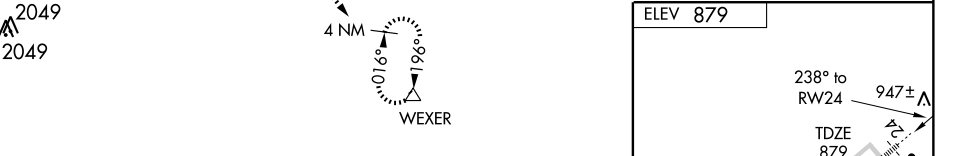
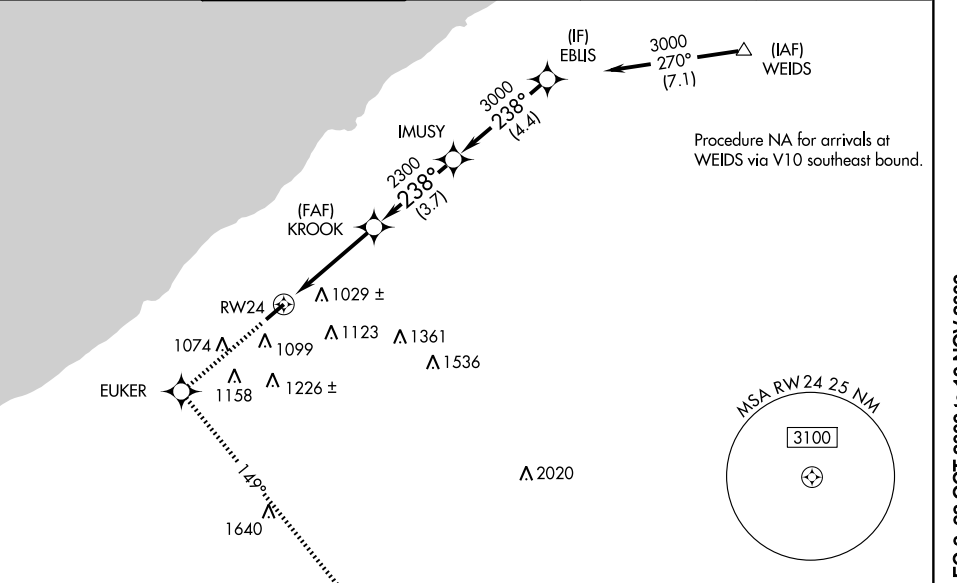
▲

For inoperative MALSR, increase LNAV Cats A/B visibility to 1 mile and Cat D to 1 1/4 mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR when using Cleveland-Hopkins Intl altimeter setting, increase LNAV Cats A/B visibility to 1 mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and circling Cat C visibility 1/4 mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

MALSR

MISSED APPROACH:
Climb to 3000 direct
EUKER and via 149°
Track to WEXER and
hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF)	121.85	121.85	122.95



3000	EUKER	149° Track	WEXER	IMUSY	EBLIS
<div>1.2 NM to RW24</div> <div>3.04° TCH 50</div> <div>1.2 3.1 NM 3.7 NM 4.4 NM</div>					
CATEGORY	A	B	C	D	
LNAV MDA	1300-3/4 421 (500-3/4)				1300-1 421 (500-1)
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1 1/2 541 (600-1 1/2)	1480-2 601 (700-2)	

ELEV 879

238° to RW24

947±

TDZE 879

5102x100

985±

TWR 968

974±

REIL Rwy 6
HIRL Rwy 6-24

SANDUSKY TWO DEPARTURE

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence

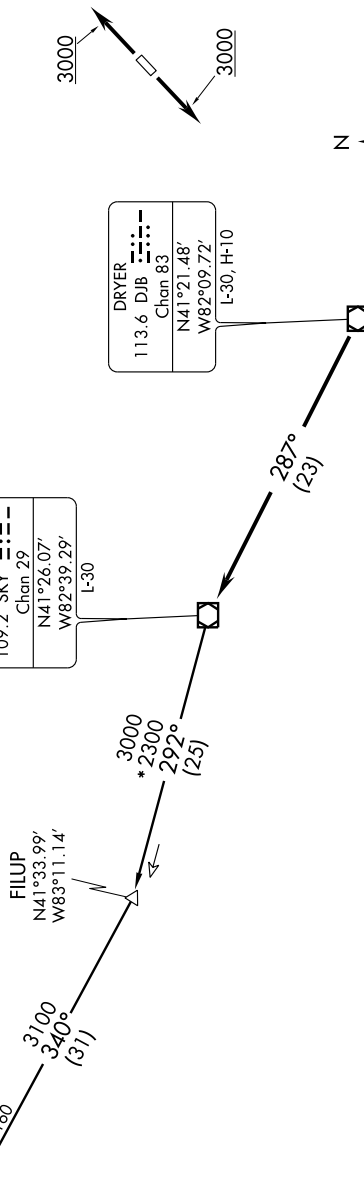
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

CARLETON 115.7 CRL	Chan 104
N42°02.89'	W83°27.46'
L-28, H-10	

SANDUSKY 109.2 SKY	Chan 29
N41°26.07'	W82°39.29'
L-30	

DRYER 113.6 DJB	Chan 83
N41°21.48'	W82°09.72'
L-30, H-10	



TAKE-OFF MINIMUMS:
Rwy 6, 24 STANDARD.

TAKE-OFF OBSTACLES:

Rwy 6: Trees beginning 2127' from DER, 975' right of centerline, up to 109' AGL/982' MSL.

Tree 2595' from DER, 740' left of centerline, 93' AGL/947' MSL.

Rwy 24: Multiple Trees beginning 755' from DER, 658' right of centerline, up to 100' AGL/948' MSL.

Multiple Trees beginning 1833' from DER, 681' left of centerline, up to 100' AGL/974' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

CLEVELAND, OHIO



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF MINIMUMS:

Rwys 6L, 6R, 10, 24R, 24L, 28: STANDARD.

TAKE-OFF OBSTACLES:

- Rwy 10:** Multiple Signs beginning 1237' from DER, 717' left of centerline, up to 68' AGL/857' MSL. Light Pole 1746' from DER, 786' right of centerline, 53' AGL/842' MSL. Tower 4157' from DER, 1456' right of centerline, 137' AGL/922' MSL.
- Rwy 28:** Vehicle on road 304' from DER, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from DER, 240' left of centerline, 13' AGL/775' MSL. Multiple Trees beginning 1046' from DER, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from DER, 946' right of centerline, 80' AGL/840' MSL.
- Rwy 24R:** Tower 2565' from DER, 1028' right of centerline, 191' AGL/870' MSL. Multiple Trees beginning 3653' from DER, 857' left of centerline, up to 103' AGL/870' MSL.
- Rwy 24L:** Multiple Trees and Poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.

△
ALPHE

3000
324°
(99)



NOTE: DME/DME/IRU or GPS required.

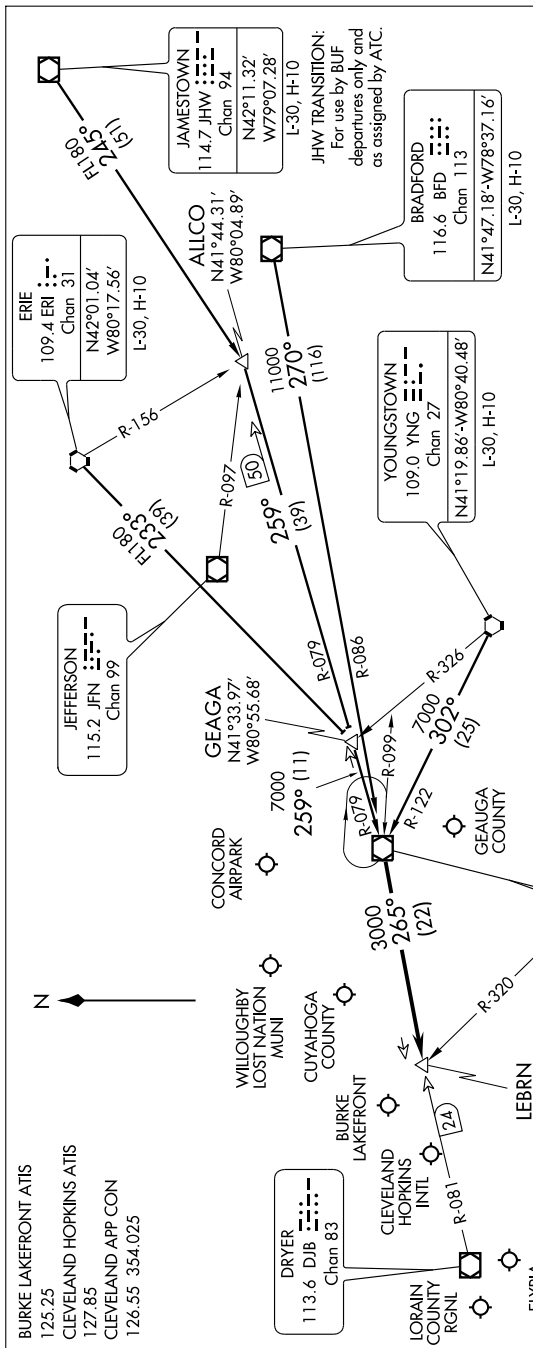
NOTE: RNAV 1.

NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

AMRST TWO DEPARTURE

EC-2 22 OCT 2009 to 19 NOV 2009



LOC/DME I-PVY	APP CRS	Rwy Idg	9000
111.55	237°	TDZE	780
Chan 52(Y)		Apt Elev	791

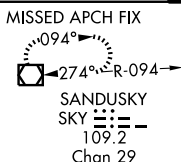
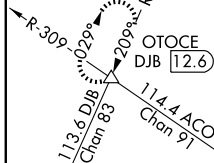
CONVERGING ILS RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

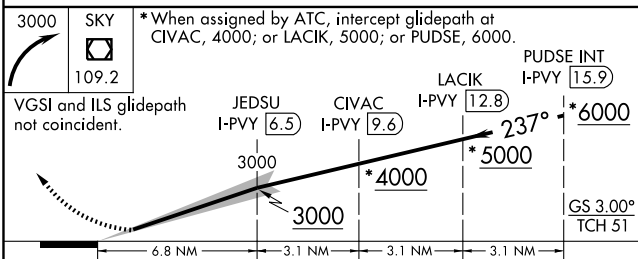
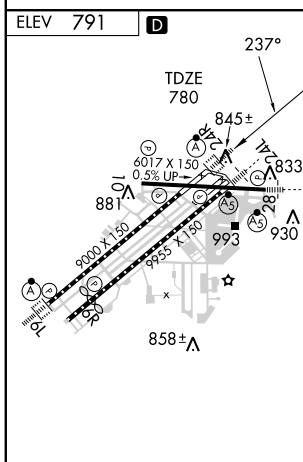
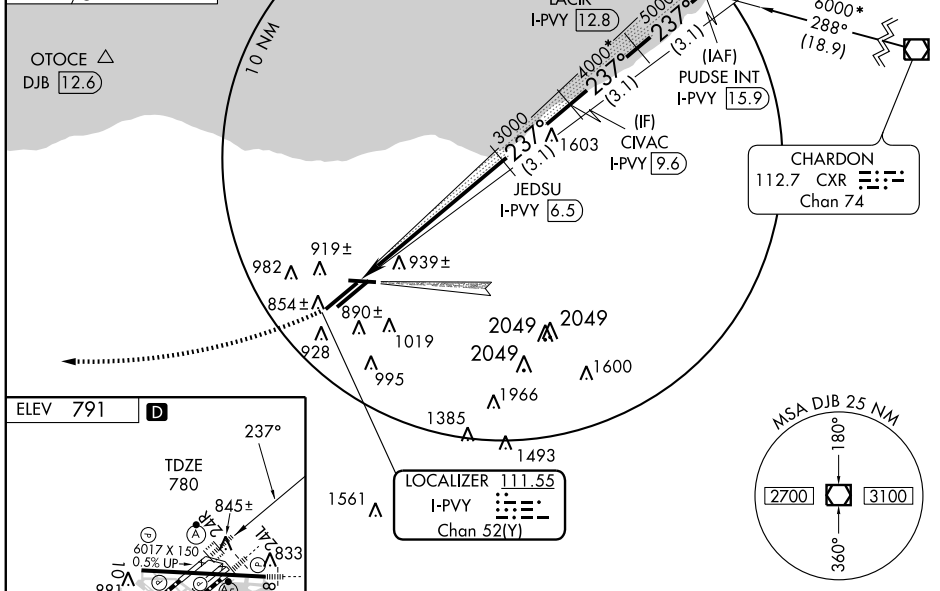
<p>Inoperative table does not apply. Simultaneous converging approach authorized with converging ILS Rwy 28.</p>	<p>ALSIF-2</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct SKY VOR/DME and hold.</p>
--	----------------	--

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28	6R/24L, 10/28	6R/24L, 10/28
DEP 132.375	6L/24R, 10	6L/24R	6L/24R
	124.0 354.025	120.9 273.45	121.7 273.45
	126.55 354.025	124.5 273.45	133.6 273.45

ALTERNATE MISSED APCH FIX	MISSED APCH FIX	CLNC DEL
		125.05 273.45



RADAR REQUIRED



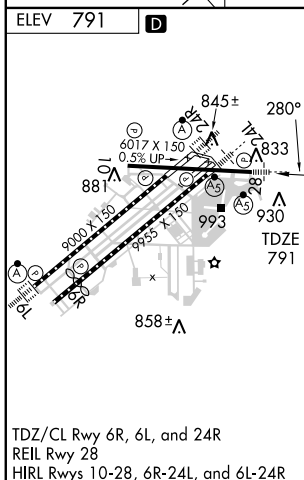
TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwy 10-28, 6R-24L, and 6L-24R

CATEGORY	A	B	C	D
S-ILS 24R	2240-2	1460 (1500-2)	2240-3	1460 (1500-3)

CONVERGING ILS RWY 28

MISSED APPROACH: Climbing left turn to 3000 via heading 180° and DJB VOR/DME R-143 to SAROW INT/DJB 20 DME and hold.

CLNC DEL
125.05 273.45

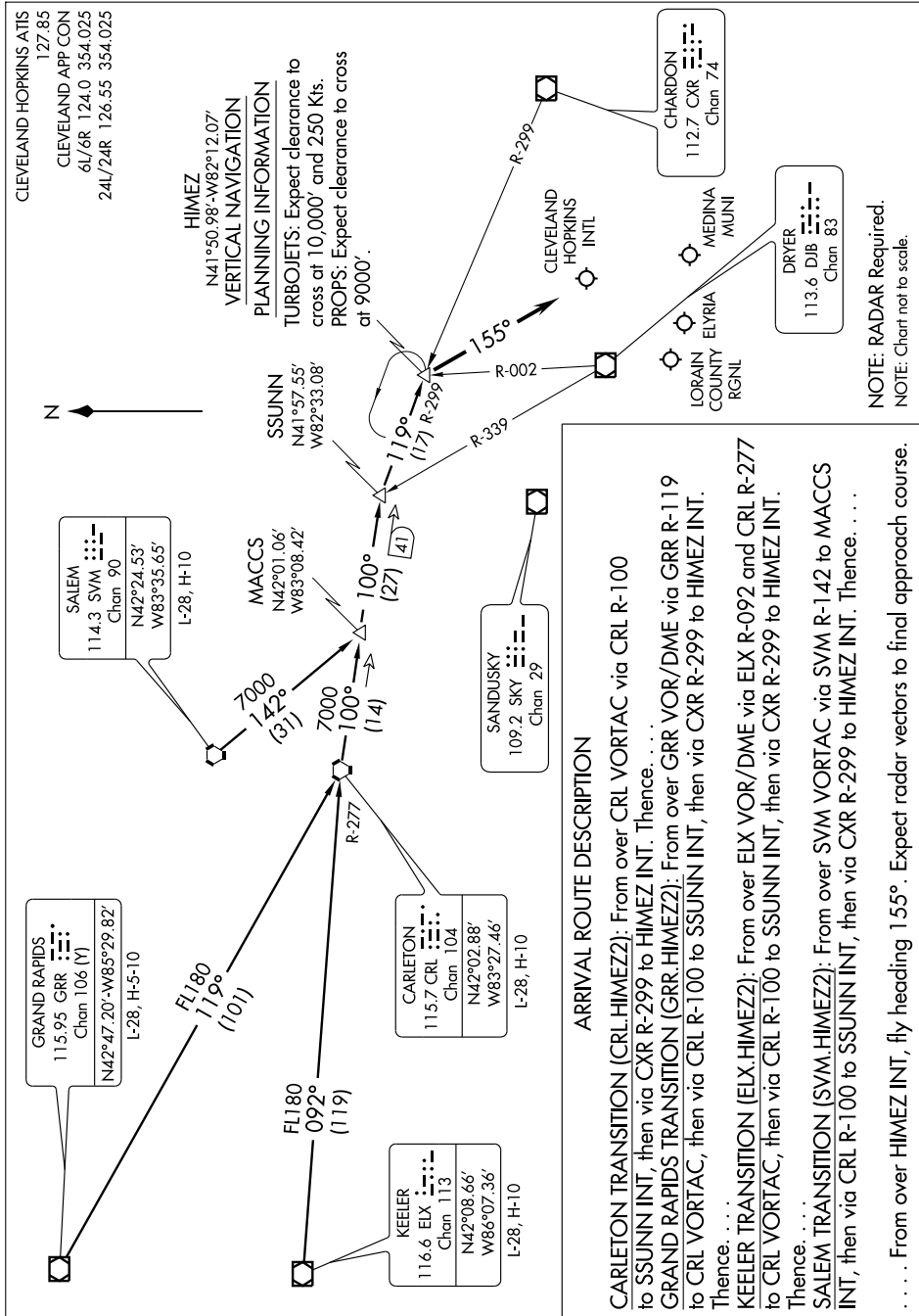


3000 HDG 180°	DJB R-143 113.6	SAROW INT DJB 20	* When assigned by ATC, intercept glidepath at KUYED, 4000; or NISYI, 5000; or OPTOO, 6000.			
CATEGORY	A	B	C	D		
S-ILS 28	1791-2	1000 (1000-2)	1791-3	1000 (1000-3)		

HIMEZ TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

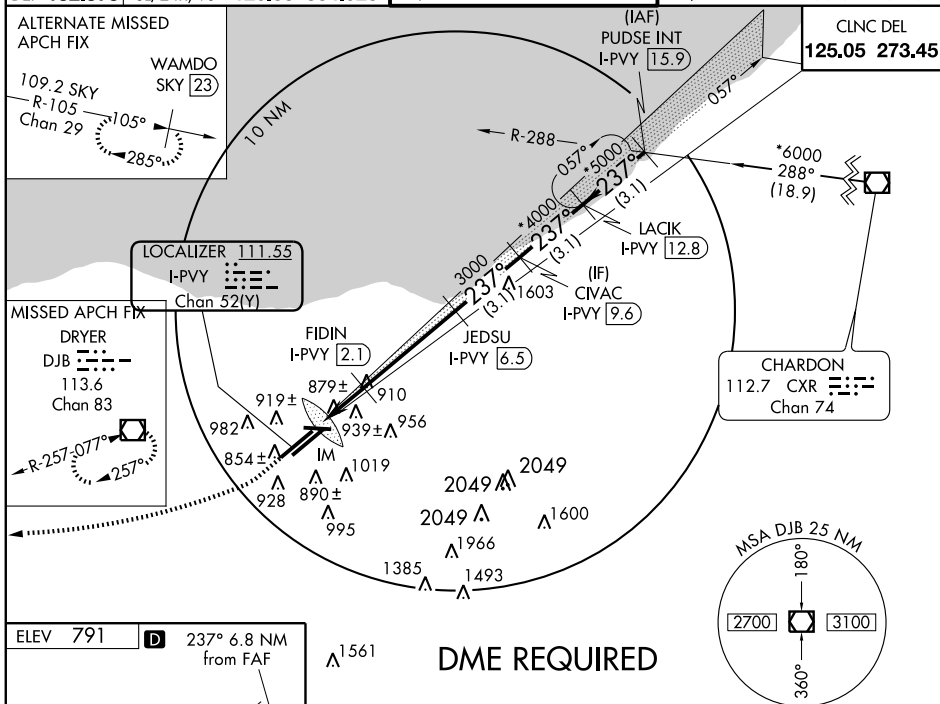


LOC/DME I-PVY 111.55 Chan 52 (Y)	APP CRS 237°	Rwy Idg 24R 9000 24L 9955 TDZE 780 Apt Elev 791
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ILS or LOC/DME RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

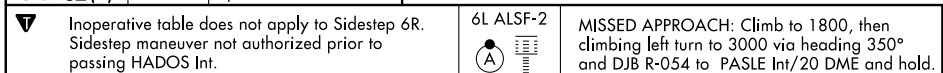
		24L MALSRL 	24R ALSF-2 	MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.
ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45	GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45	



TDZ/CL Rwy 6R, 6L, and 24R REIL Rwy 28 HIRL Rwy 10-28, 6R-24L, and 6L-24R		When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000. **LOC only.			
VGSI and ILS glidepath not coincident.		3000 DJB 	LACIK I-PVY [12.8]	PUDSE INT I-PVY [15.9]	
		JEDSU I-PVY [6.5] CIVAC I-PVY [9.6]	FIDIN I-PVY [2.1]	3000 4000* 5000* 6000*	Procedure Turn NA GS 3.00° TCH 51
CATEGORY		A	B	C	D
S-ILS 24R		980/18 200 (200-½)			
S-LOC 24R		1140/24 360 (400-½)			
SIDESTEP 24L		1260/60 473 (500-1¼)	1260-1¼ 473 (500-1¼)	1260-2¼ 473 (500-2¼)	1140/40 360 (400-¾)

APP CRS 057°	Rwy Idg	6L 9000	6R 8029
	TDZE	773	777
	Apt Elev	791	791

ILS or LOC RWY 6L
CLEVELAND-HOPKINS INTL (CLE)



ATIS		CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR	127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP	132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

One Minute Holding Pattern

DUPEY INT
I-LIZ 13.9

SASCO INT
I-LIZ 7.9

1800

3000

PASLE
△

3000 ← 237°
057° →

VGSI and ILS glidepath not coincident.

GS 3.00°
TCH 55

057°

2800

HADOS INT
I-LIZ 5.4

2000

*LOC only.

6 NM

2.5

2.5

0.9

0.2

IM I-LIZ 1.8

HDG 350°
DJB R-054
113.6

CATEGORY	A	B	C	D
S-ILS 6L	973/18 200 (200-½)			
S-LOC 6L	1140/24 367 (400-½)			1140/40 367 (400-¾)
SIDESTEP 6C	1180-1¼	402 (400-1¼)	1180-1½ 402 (400-1½)	1180-2 402 (400-2)
SIDESTEP 6R	1180/60	403 (400-1¼)	1180-1½ 403 (400-1½)	1180-2 403 (400-2)
CIRCLING	1300-1	509 (600-1)	1300-1½ 509 (600-1½)	1380-2 589 (600-2)

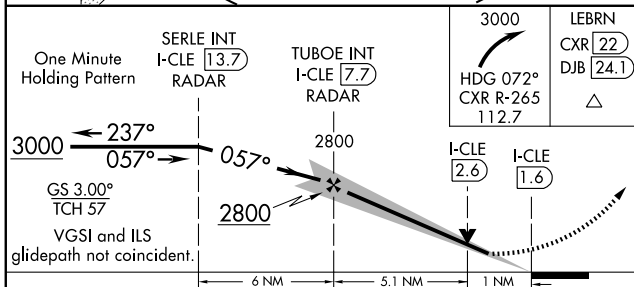
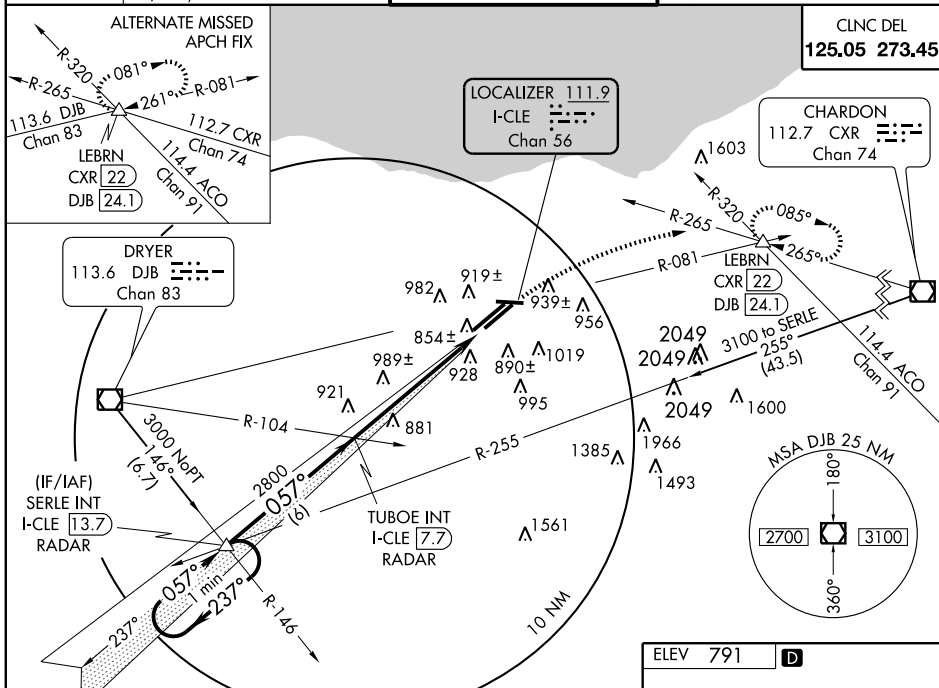
LOC/DME I-CLE 111.9 Chan 56	APP CRS 057°	Rwy Idg TDZE Apt Elev	6R 8029 777 791	6L 9000 773 791
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ILS or LOC RWY 6R

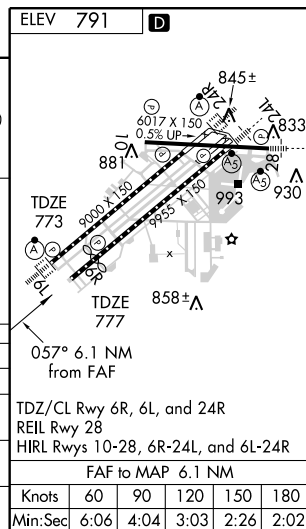
CLEVELAND-HOPKINS INTL (CLE)

▼ Inoperative table does not apply to Sidestep 6L Cats A and B.	6L ALSF-2 	MISSED APPROACH: Climbing right turn to 3000 via heading 072° and CXR VOR/DME R-265 to LEBRN INT/CXR 22 DME and hold.
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ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45	GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45
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CATEGORY	A	B	C	D
S-ILS 6R	977/18 200 (200-½)			
S-LOC 6R	1140/24 363 (400-½)			1140/40 363 (400-¾)
SIDESTEP 6L	1140/60 367 (400-1¼)			1140-1¾ 367 (400-1¾)
CIRCLING	1300-1 509 (600-1)		1300-1½ 509 (600-1½)	1360-2 569 (600-2)



Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

LOC/DME I-HPI	APP CRS	Rwy Idg	24R	24L
109.9	237°	TDZE	9000	9955
Chan 36		Apt Elev	780	787
			791	791

ILS or LOC RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

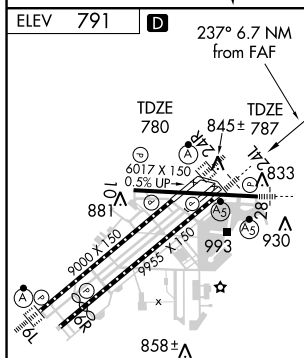
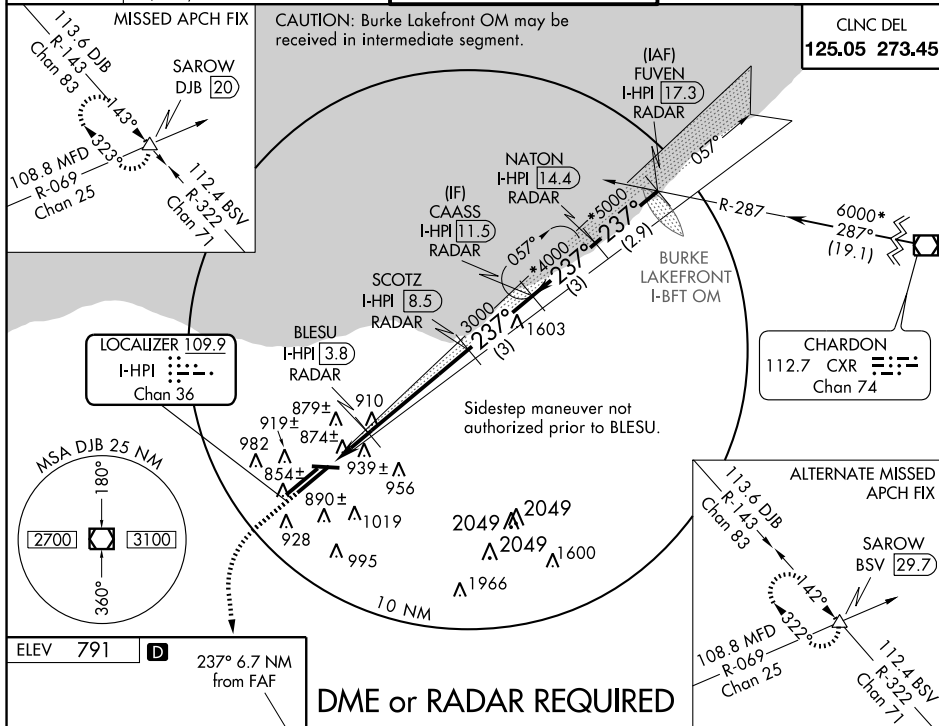


Inoperative table does not apply to Sidestep 24R.
DME or RADAR required.

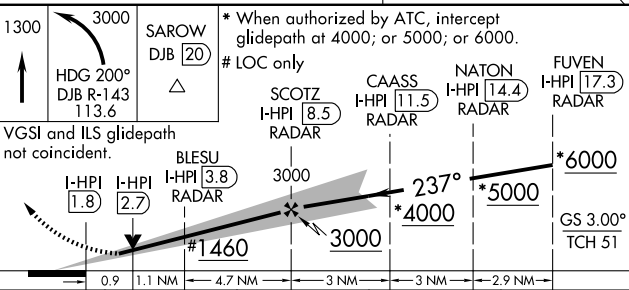


MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 200° and DJB R-143 to SAROW INT/DJB 20 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45



DME or RADAR REQUIRED





TDZ/CL Rwy 6R, 6L, and 24R	CATEGORY		A	B	C	D
REIL Rwy 28	S-ILS 24L		987/18 200 (200-½)			
HIRL Rwys 10-28, 6R-24L, and 6L-24R	S-LOC 24L		1140/24 353 (400-½)			1140/40 353 (400-¾)
FAF to MAP 6.7 NM						
Knots	60	90	120	150	180	
Min:Sec	6:42	4:28	3:21	2:41	2:14	
SIDESTEP 24R		1140/60 360 (400-1¼)		1140-1½ 360 (400-1½)		1140-2 360 (400-2)

LOC/DME I-PXP 110.7 Chan 44	APP CRS 280°	Rwy Idg TDZE Apt Elev	6017 791 791
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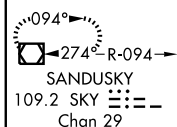
ILS or LOC RWY 28

CLEVELAND-HOPKINS INTL (CLE)

	MALSR 	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.
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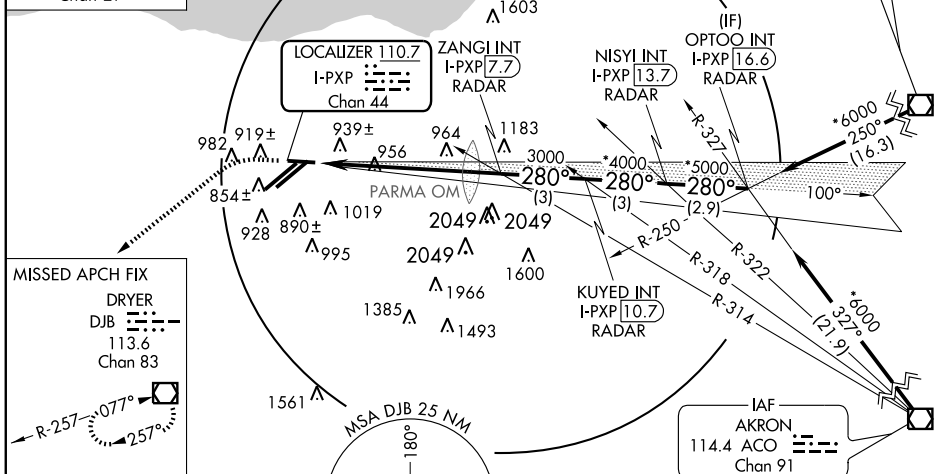
ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45	GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45
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ALTERNATE MISSED
APCH FIX

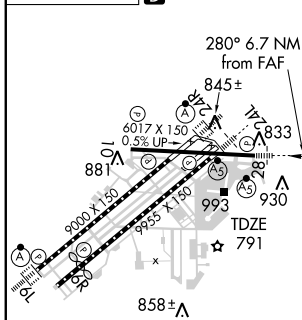


Procedure NA for arrivals at
CXR VOR/DME via V486 eastbound.

CLNC DEL
125.05 273.45




ELEV 791

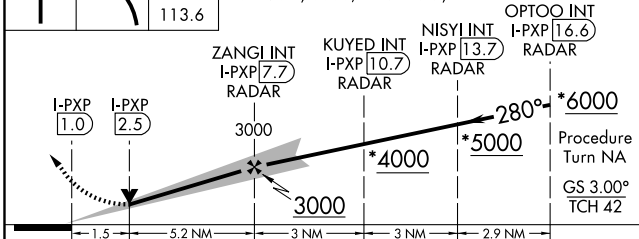


TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rws 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

1400	3000	DJB  113.6
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*When assigned by ATC, intercept
glidepath at KUYED, 4000;
or NISYI, 5000; or OPTOO, 6000.



CATEGORY	A	B	C	D
S-ILS 28		991/24	200 (200-1/2)	
S-LOC 28	1300/24	509 (600-1/2)	1300/50	509 (600-1)

CLEVELAND, OHIO

AL-84 (FAA)

ILS PRM RWY 6L

(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

Simultaneous approach authorized with LDA Rwy 6R.
Dual VHF Comm required. See additional requirements
on PRM information page.

▲ NA

Locator Only NA during close parallel operations. Runway
6L and 6R separated by 1241 feet centerline to centerline.

ALSF-2

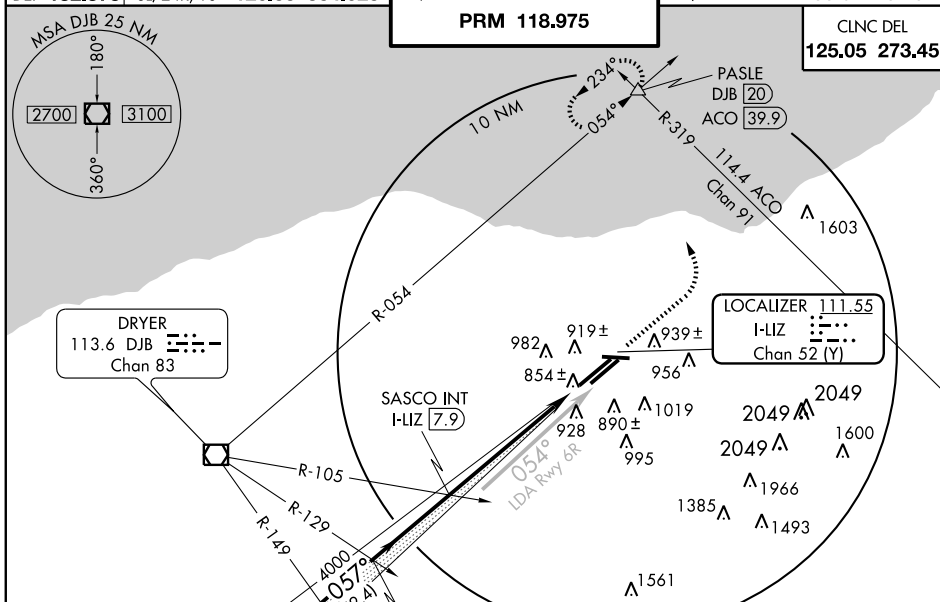


MISSED APPROACH: Climb to 1800,
then climbing left turn to 3000 via
heading 350° and DJB R-054 to
PASLE Int/20 DME and hold.

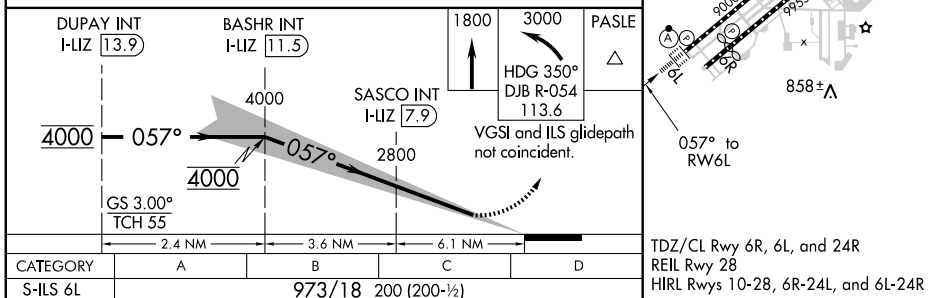
ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

PRM 118.975

CLNC DEL
125.05 273.45



RADAR REQUIRED



EC-2 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 6L approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA TRAFFIC:** While conducting this ILS/PRM approach to Runway 6L, other aircraft may be conducting the Offset LDA/PRM approach to Runway 6R. These aircraft will approach from the right-rear and will re-align with 6R after making visual contact with the ILS traffic.

CLEVELAND, OHIO

AL-84 (FAA)

ILS PRM RWY 24R

(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-PVY 111.55 Chan 52 (Y)	APP CRS 237°	Rwy Idg TDZE Apt Elev 9000 780 791
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Simultaneous close parallel approach authorized with LDA PRM Rwy 24L. Dual VHF comm required. Runways 24R and 24L separated by 1241 feet centerline to centerline. See additional requirements on adjacent information page.

ALSF-2



MISSED APPROACH:

Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

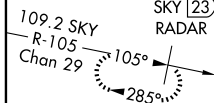
ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 6R/24L, 28 6L/24R, 10 124.0 354.025 126.55 354.025
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CLEVELAND TOWER 6R/24L, 10/28 6L/24R 120.9 273.45 124.5 273.45
--

GND CON 6R/24L, 10/28 6L/24R 121.7 273.45 133.6 273.45
--

ALTERNATE MISSED
APCH FIX

WAMDO
SKY **[23]**
RADAR

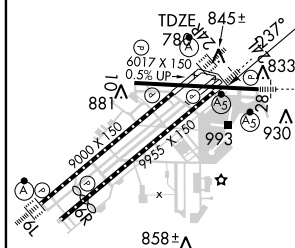


DRYER
113.6 DJB
Chan 83



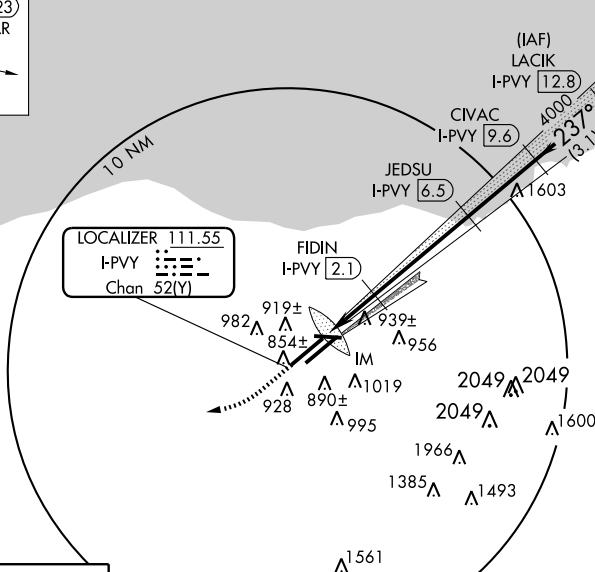
ELEV 791

D

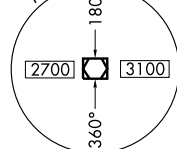


TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwy 10-28, 6R-24L, and 6L-24R

LOCALIZER **111.55**
I-PVY
Chan **52 (Y)**



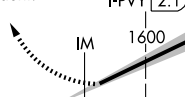
MSA DJB 25 NM



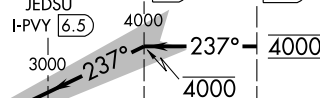
RADAR and DME REQUIRED

1700	3000	DJB 113.6
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VGSI and ILS glidepath not coincident.



JEDSU I-PVY [6.5]	CIVAC I-PVY [9.6]	LACIK I-PVY [12.8]
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GS 3.00°
TCH 51

CATEGORY	A	B	C	D
S-ILS 24R				
	980/18	200 (200-1/2)		

EC-2 22 OCT 2009 to 19 NOV 2009

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**Condensed Briefing Point:**

- **When instructed, immediately switch to the tower frequency and select the monitor frequency audio.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 24R and LDA/PRM 24L approaches are in progress, pilots should brief to fly the ILS/PRM 24R approach. If later advised to expect an ILS 24R approach, the ILS PRM 24R chart may be used after completing the following briefing items:

- a. Minimums and missed approach procedures are unchanged.
- b. Monitor frequency no longer required.
- c. A lower glideslope intercept altitude may be assigned when advised to expect ILS 24R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) **ATC Directed "Breakouts:"** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,600 feet at CLE.
- (b) **Phraseology - "TRAFFIC ALERT:"** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA Traffic:** While conducting this ILS/PRM 24R approach, other aircraft may be conducting the Offset LDA/PRM 24L approach. These aircraft will approach from the left-rear and will re-align with 24L after making visual contact with the ILS traffic.

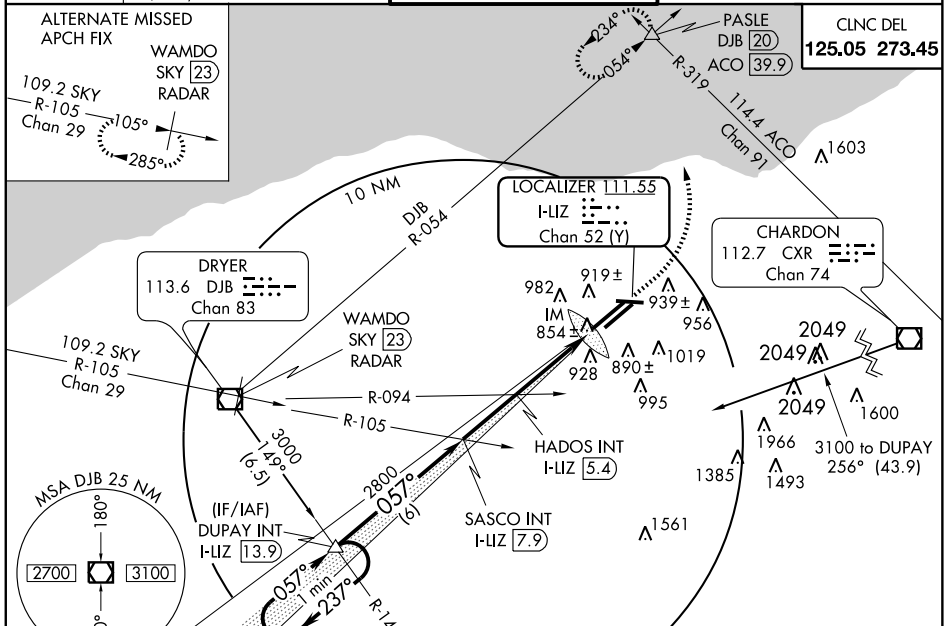
5. **Glide Slope Navigation:** Descent on the glide slope meets any published crossing restriction.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

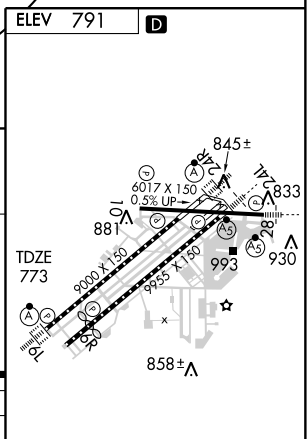
LOC/DME I-LIZ 111.55 Chan 52 (Y)	APP CRS 057°	Rwy Idg 9000 TDZE 773 Apt Elev 791
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ILS RWY 6L (CAT II) CLEVELAND-HOPKINS INTL (CLE)

<p>ATIS ARR 127.85 DEP 132.375</p>		<p>CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025</p>		<p>CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45</p>		<p>GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45</p>	
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<p>One Minute Holding Pattern</p>		<p>DUPAY INT I-LIZ [13.9]</p>		<p>VGS I and ILS glidepath not coincident.</p>		<p>1800</p>		<p>3000</p>		<p>PASLE</p>	
<p>3000 ← 237°</p>		<p>2800</p>		<p>SASCO INT I-LIZ [7.9]</p>		<p>↑</p>		<p>HDG 350° DJB R-054 113.6</p>		<p>△</p>	
<p>GS 3.00° TCH 55</p>		<p>2800</p>		<p>HADOS INT I-LIZ [5.4]</p>		<p>RA 111</p>		<p>IM</p>		<p>773 MSL</p>	
<p>6 NM</p>		<p>2.5 NM</p>		<p>3.4 NM</p>		<p>897'</p>		<p>1036'</p>		<p></p>	
CATEGORY	A	B	C	D							
S-ILS 6L	873/12 100 RA 111										



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rws 10-28, 6R-24L, and 6L-24R

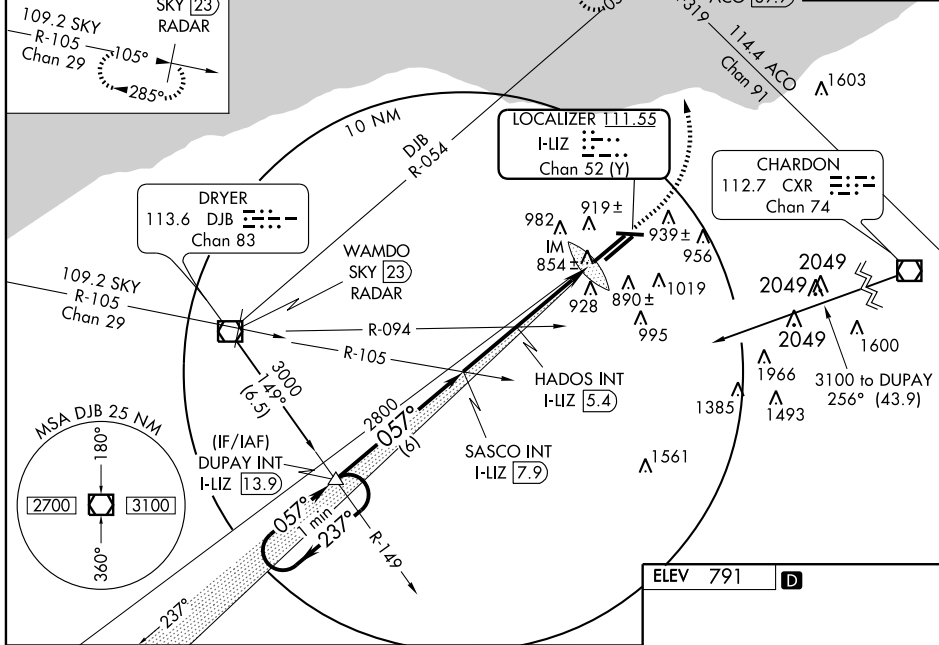
LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

ILS RWY 6L (CAT III) **CLEVELAND-HOPKINS INTL (CLE)**

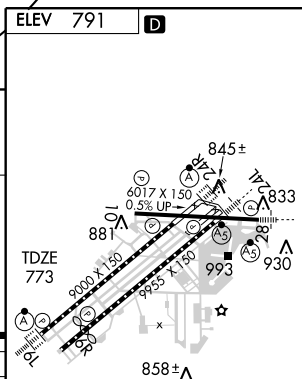
	ALSF-2	MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE Int/20 DME and hold
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ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

ALTERNATE MISSED APCH FIX	WAMDO SKY 23 RADAR	CLNC DEL 125.05 273.45
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DUPAY INT I-LIZ 13.9	VGSI and ILS glidepath not coincident.	1800	3000	PASLE
One Minute Holding Pattern	SASCO INT I-LIZ 7.9	HADOS INT I-LIZ 5.4	IM 872	773 MSL
3000 ← 237°	2800	2000	879'	1036'
GS 3.00° TCH 55	6 NM	2.5 NM	3.4 NM	
CATEGORY	A	B	C	D
S-ILS 6L	CAT IIIA RVR 07			
S-ILS 6L	CAT IIIB RVR 06			
S-ILS 6L	CAT IIIC NA			



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6R, 6L, and 24R
 REIL Rwy 28
 HIRL Rwy 10-28, 6R-24L, and 6L-24R

AL-84 (FAA)

ILS RWY 24R (CAT II)
CLEVELAND-HOPKINS INTL (CLE)

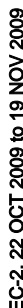


1700 ↑	3000 ↗	DJB □ 113.6	*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.				
VGSJ and ILS glidepath not coincident.			FIDIN I-PVY [2.1]	JEDSU I-PVY [6.5]	LACIK I-PVY [12.8]	PUDSE INT I-PVY [15.9]	
780 MSL	IM	RA 100	3000	CIVAC I-PVY [9.6]	237°	6000*	Procedure Turn NA
1064'	937'	2.2 NM	4.4 NM	3.1 NM	3.1 NM	5000*	GS 3.00° TCH 51
CATEGORY			B	C	D		
S-ILS 24R			880/12 100 RA 100				

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

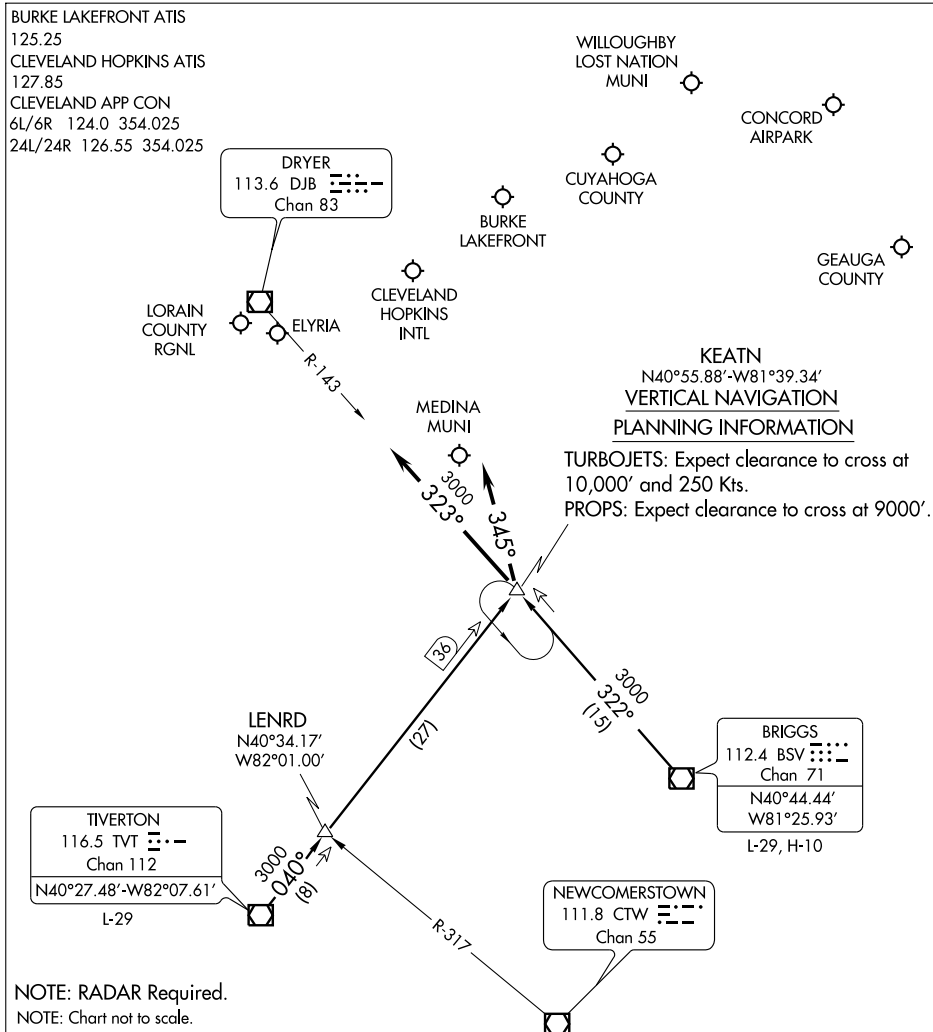
AL-84 (FAA)

ILS RWY 24R (CAT III)
CLEVELAND-HOPKINS INTL (CLE)



		DME REQUIRED			
1700 	3000 	DJB 113.6	**LOC only.		
VGSI and ILS glidepath not coincident.			JEDSU I-PVY 6.5	LACIK I-PVY 12.8	PUDSE INT I-PVY 15.9
			Procedure Turn NA GS 3.00° TCH 51		
CATEGORY		A	B	C	D
S-ILS 24R		CAT IIIA RVR 07			
S-ILS 24R		CAT IIIB RVR 06			
S-ILS 24R		CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence. . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence. . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

LOC/DME I-EYU 111.35 Chan 50 (Y)	APP CRS 054°	Rwy Idg TDZE Apt Elev	8029 777 791
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LDA/DME RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

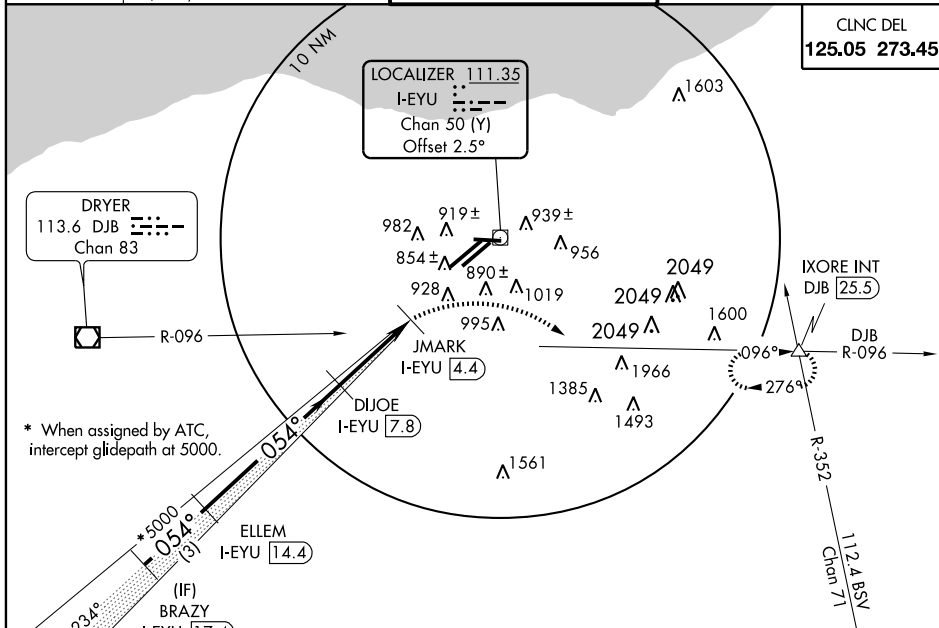
▼
▲ NA

Runway 6L and 6R separated by 1241 feet centerline to centerline. Inoperative table does not apply.
Procedure NA when glideslope not available.
Visibility reduction by helicopters NA.

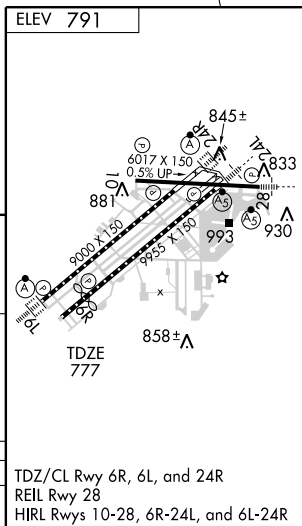
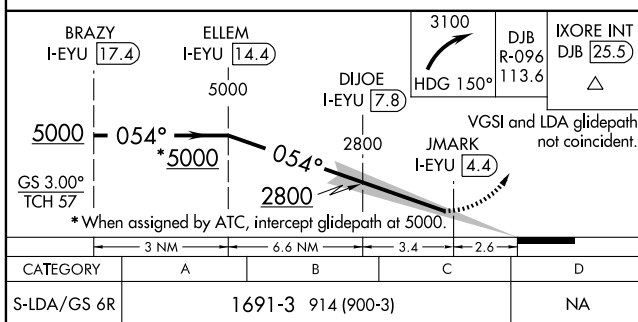
MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354,025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354,025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL
125.05 273.45







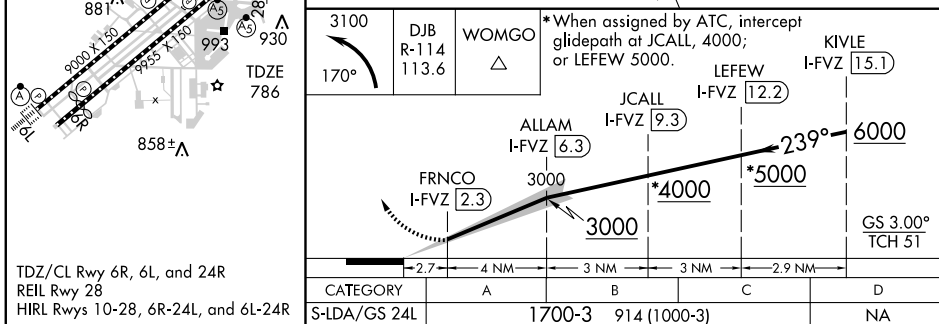
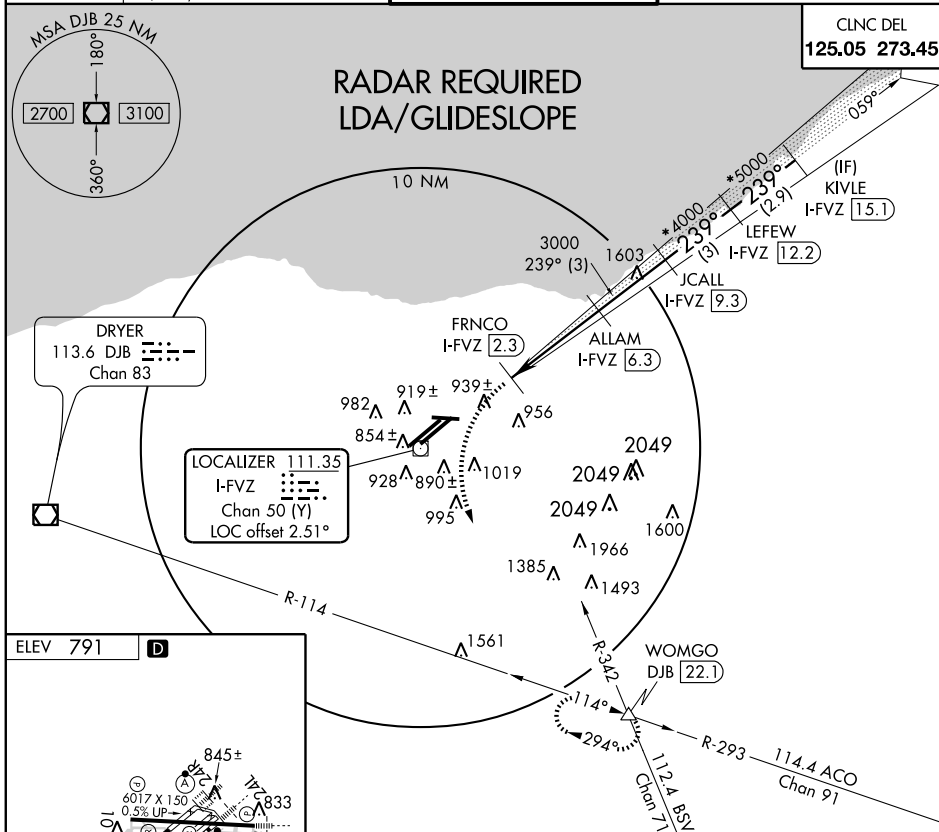
RADAR REQUIRED LDA/GLIDESLOPE



LOC/DME I-FVZ <u>111.35</u> Chan 50 (Y)	APP CRS 239°	Rwy Idg 9955 TDZE 786 Apt Elev 791
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LDA/DME RWY 24L
CLEVELAND-HOPKINS INTL (CLE)

 Inoperative table does not apply.  Runway 24L and 24R separated by 1241 feet centerline to centerline. Procedure NA when glideslope not available.		 MALSR  MISSED APPROACH: Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.	
ATIS ARR 127.85 DEP 132.375		CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	
CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45		GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45	

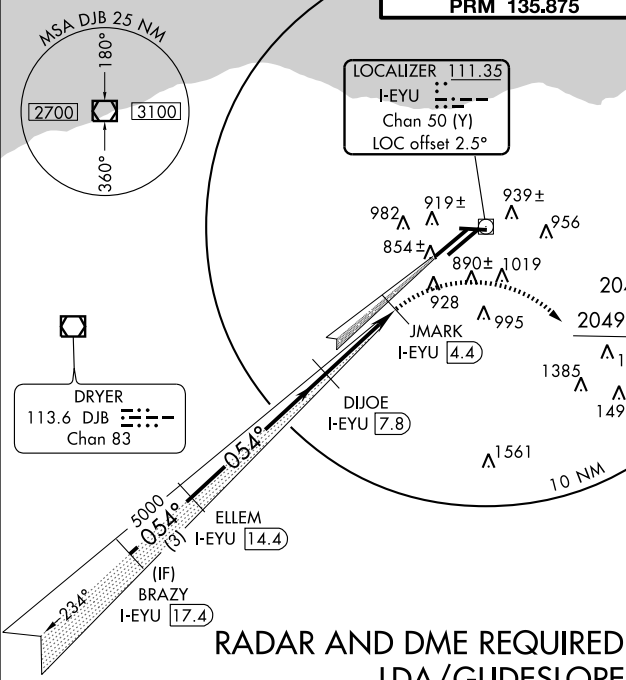


LOC/DME I-EYU	APP CRS	Rwy Idg	8029
111.35	054°	TDZE	777
Chan 50 (Y)		Apt Elev	791

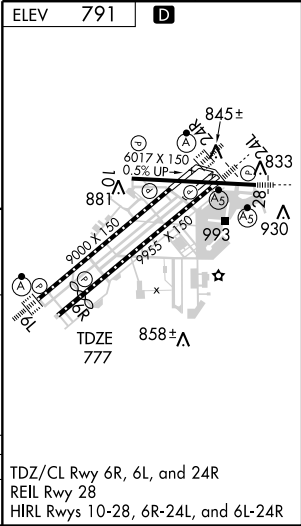
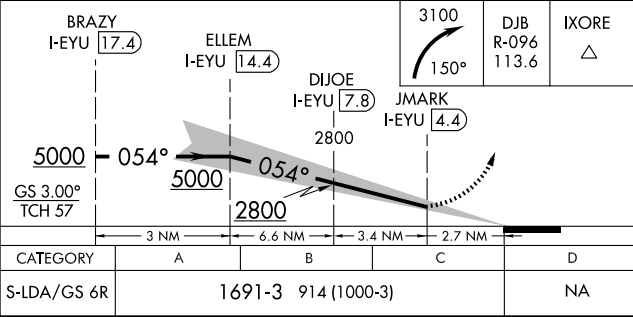
Simultaneous close parallel approach authorized with ILS PRM Rwy 6L.
Dual VHF Comm required.
See additional requirements on AAUP.
Inoperative table does not apply.
Runway 6R and 6L separated by 1241 feet centerline to centerline.
Localizer Only NA during close parallel operations.

MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 135.875	CLNC DEL 125.05 273.45



If go around executed after crossing JMARK, obstacles in missed approach area requires a rate of climb of at least 404 FPM/100K, 605 FPM/150K, 807 FPM/200K, to 2500 no wind conditions.



ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Condensed Briefing Points:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Report the ILS traffic in sight as soon as practical and prior to JMARK. DO NOT PASS.
- Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 6R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at JMARK, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **CLE LDA Visual Segment.** If advised that there is traffic on the 6L ILS, pilots may continue past the LDA MAP if:

- a) the ILS traffic is in sight and is expected to remain in sight.
- b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
- c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

CLEVELAND, OHIO

AL-84 (FAA)


LDA PRM RWY 24L

(SIMULTANEOUS CLOSE PARALLEL)

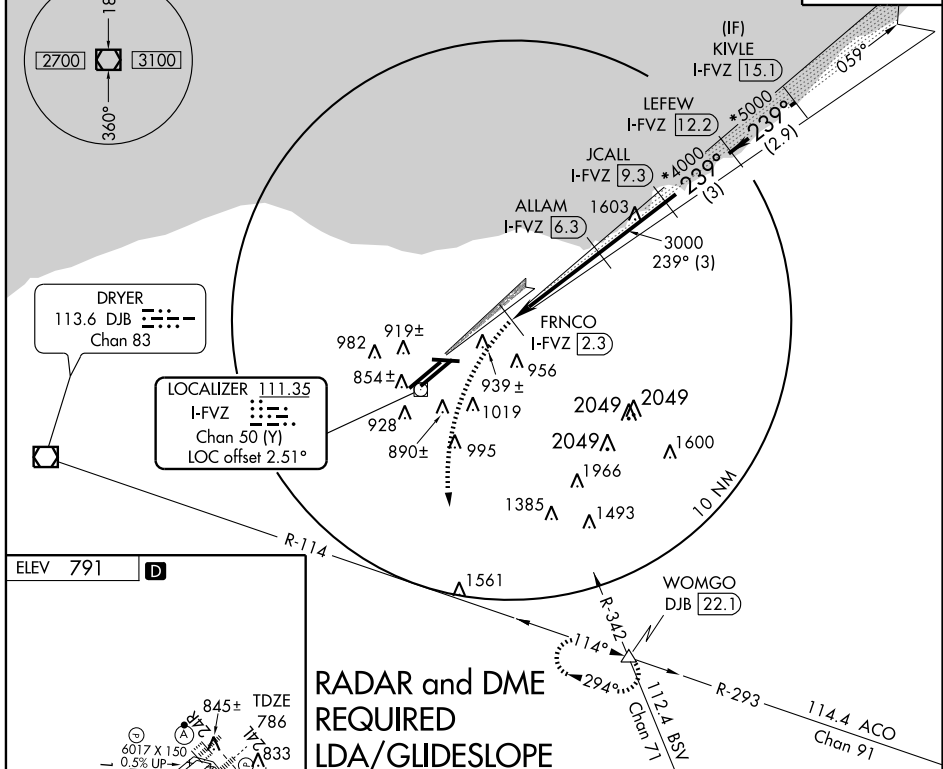
CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-FVZ	APP CRS	Rwy Idg	9955
111.35	239°	TDZE	786
Chan 50 (Y)		Apt Elev	791

Simultaneous (Close Parallel) approach authorized with ILS PRM Rwy 24R. Dual VHF comm required. Inoperative table does not apply. See additional requirements on adjacent information page. Runways 24L and 24R separated by 1241 feet centerline to centerline. Localizer only NA during Close Parallel operations. Procedure NA when glideslope not available.

MALSR

MISSED APPROACH:
 Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 135.875	
			CLNC DEL 125.05 273.45



RADAR and DME REQUIRED LDA/GLIDESLOPE

ELEV 791	D								
3100	DJB R-114 113.6	WOMGO	*When assigned by ATC, intercept glidepath at JCALL, 4000; or LEFEW, 5000.						
170°			ALLAM I-FVZ [6.3]	JCALL I-FVZ [9.3]	LEFEW I-FVZ [12.2]	KIVLE I-FVZ [15.1]			
		FRNCO I-FVZ [2.3]	3000	*4000	*5000	6000			
			3000				GS 3.00° TCH 51		
			2.7 NM	4 NM	3 NM	3 NM	2.9 NM		
CATEGORY	A	B	C	D					
S-LDA/GS	1700-3	914 (1000-3)							NA

TDZ/CL Rwy 6R, 6L, and 24R
 REIL Rwy 28
 HIRL Rwy 10-28, 6R-24L, and 6L-24R

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

- **When instructed, immediately switch to tower frequency and select the monitor frequency audio.**
- **Report the ILS traffic in sight as soon as practical and prior to FRNCO. DO NOT PASS.**
- **Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

- a. **Minimums and missed approach procedures are unchanged.**
- b. **Monitor frequency no longer required.**
- c. **Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 24L approach.**

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at FRNCO, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent.

Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.

- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **CLE LDA Visual Segment:** If advised that there is traffic on the 24R ILS, pilots may continue past the LDA MAP if:

- a) the ILS traffic is in sight and is expected to remain in sight,
- b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
- c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

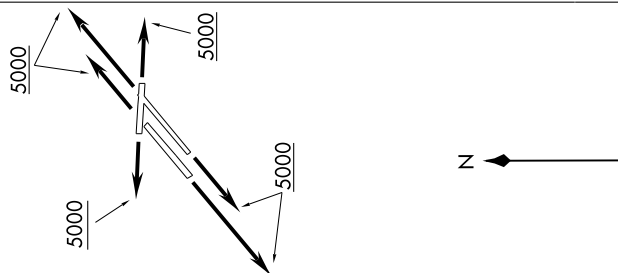
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation.

Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to inflight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

OBR)N TWO DEPARTURE

TAKE-OFF MINIMUMS:

Rwys 6L, 6R, 10, 24R, 24L, 28, STANDARD



DRYER	113.6 DJB	Chan 83
	N41°21.48'	W82°09.72'
	L-30, H-10	

OBR)N	N41°06.39'	W82°44.09'
	245°	(18)
	BRUNZ	N41°12.60'
		W82°30.02'
		3500

MANSFIELD	108.8 MFD	Chan 25
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FINDLAY	108.2 FDY	Chan 19
	N40°57.32'	W83°45.36'

ROSEWOOD	117.5 ROD	Chan 122
	N40°17.27'	W84°02.59'
	L-27, H-10	

RICHMOND	110.6 RID	Chan 43
	N39°45.30'	W84°50.33'
	L-27, H-10	

FORT WAYNE	117.8 FWA	Chan 125
	N40°58.74'	W85°11.28'
	L-27, H-5-10	

MUNCIE	114.4 MIE	Chan 91
	N40°14.24'	W85°23.64'
	L-27	

BRICKYARD	116.3 VHP	Chan 110
	N39°48.88'	W86°22.05'
	L-27, H-5-10	

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required
NOTE: Chart not to scale.ATIS DEP 132.375
CLEVELAND DEP CON
128.25 346.325

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence. . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

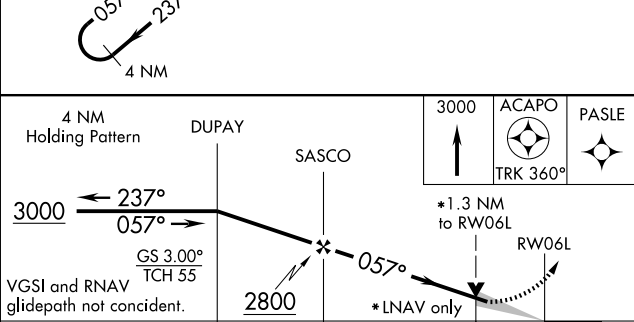
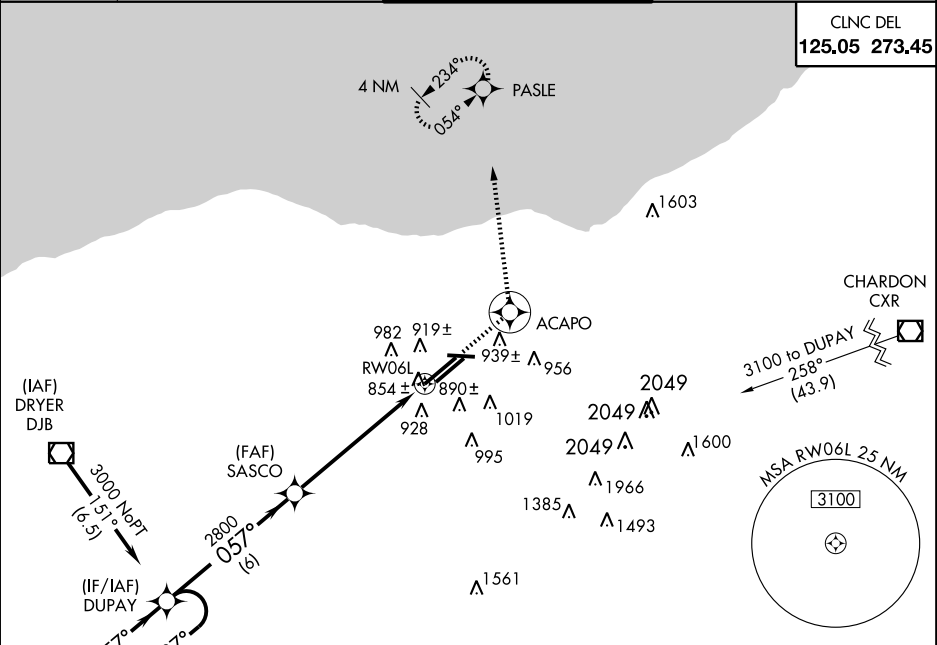
- Rwy 10: Multiple Signs beginning 1237' from DER, 717' left of centerline, up to 68' AGL/857' MSL.
Light Pole 1746' from DER, 786' right of centerline, 53' AGL/842' MSL.
Tower 4157' from DER, 1456' right of centerline, 137' AGL/922' MSL.
- Rwy 28: Vehicle on road 304' from DER, 3' left of centerline, 14' AGL/773' MSL.
Antenna on building 308' from DER, 240' left of centerline, 13' AGL/775' MSL.
Multiple Trees beginning 1046' from DER, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from DER, 946' right of centerline, 80' AGL/840' MSL.
- Rwy 24R: Tower 2565' from DER, 1028' right of centerline, 191' AGL/870' MSL.
Multiple Trees beginning 3653' from DER, 857' left of centerline, up to 103' AGL/870' MSL.
- Rwy 24L: Multiple Trees and Poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.

WAAS CH 56204 W06A	APP CRS 057°	Rwy Idg TDZE Apt Elev 9000 773 791
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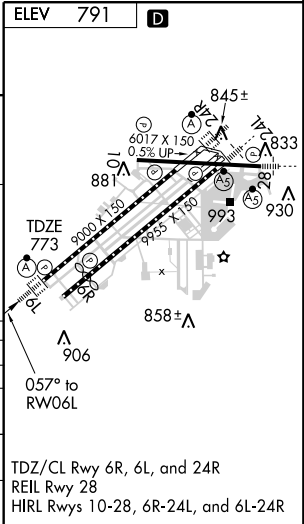
RNAV (GPS) RWY 6L
CLEVELAND-HOPKINS INTL (CLE)

 DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F)	ALSF-2 	MISSED APPROACH: Climb to 3000 direct ACAPO, then via 360° track to PASLE and hold.
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ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45	GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45
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CATEGORY	A	B	C	D
LPV DA		1110/40	337 (400-¾)	
RNAV/VNAV DA		1220/50	447 (500-1)	
RNAV MDA	1240/24	467 (500-½)	1240/40 467 (500-¾)	1240/50 467 (500-1)
CIRCLING	1300-1½	509 (600-1½)		1380-2 589 (600-2)



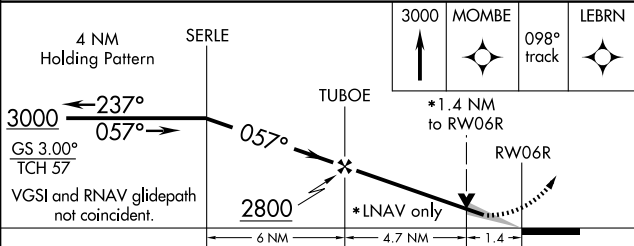
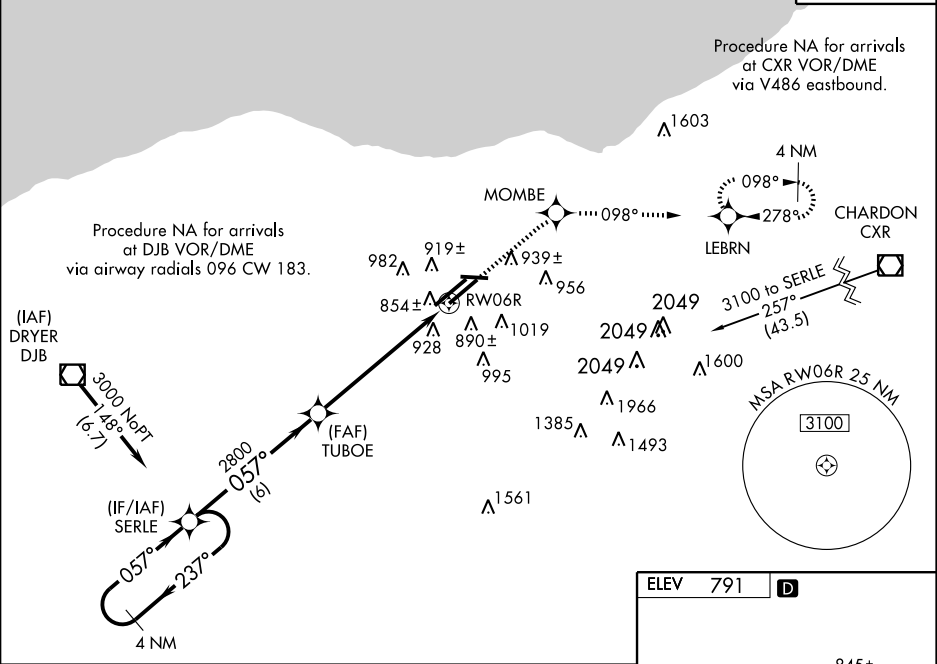
WAAS CH 81806 W06B	APP CRS 057°	Rwy Idg TDZE Apt Elev	8029 777 791
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RNAV (GPS) RWY 6R
CLEVELAND-HOPKINS INTL (CLE)

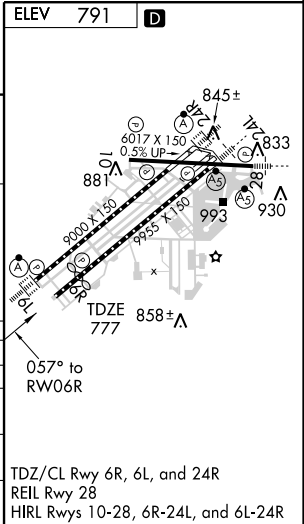
▼ For inoperative MALS/R, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct MOMBE and via 098° track to LEBRN and hold.
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ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85 DEP 132.375	6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45	6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45

CLNC DEL
125.05 273.45



CATEGORY	A	B	C	D
LPV DA		1104/40	327 (400-¾)	
LNAV/VNAV DA		1215/50	438 (500-1)	
LNAV MDA	1260/24 483 (500-½)	1260/40 483 (500-¾)	1260/50 483 (500-1)	
CIRCLING	1300-1 509 (600-1)	1300-1½ 509 (600-1½)	1360-2 569 (600-2)	



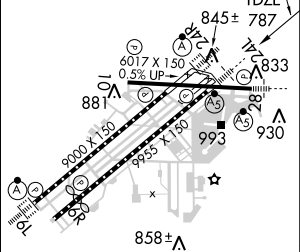
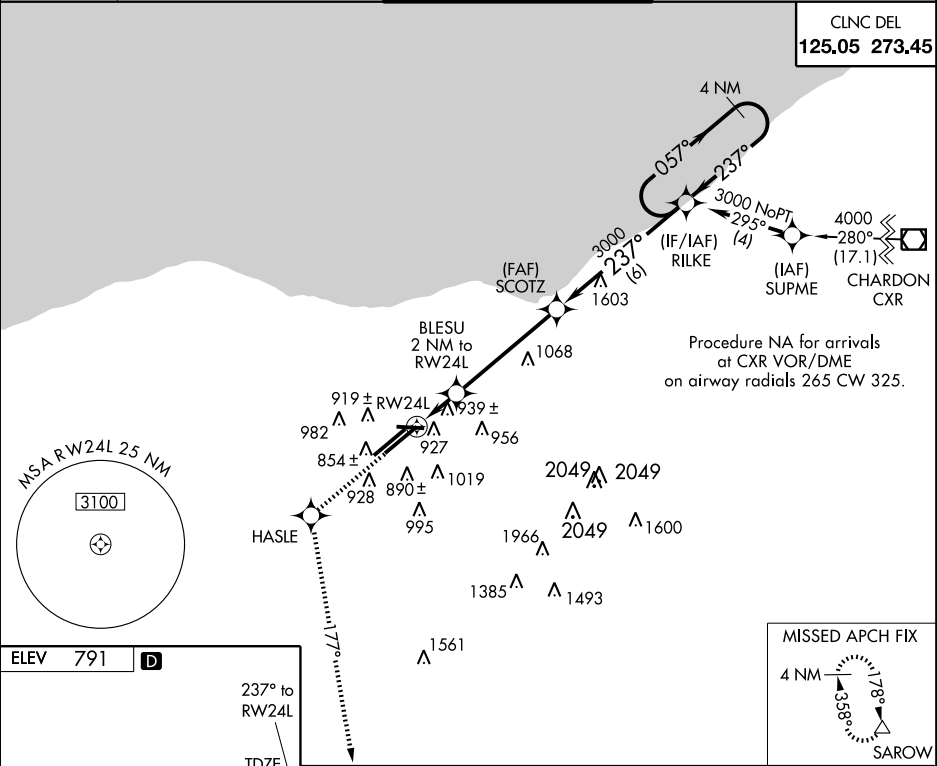
WAAS CH 77506 W24B	APP CRS 237°	Rwy Idg TDZE Apt Elev	9955 787 791
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RNAV (GPS) RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

▼ For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 3000 direct HASLE and via 177° track to SAROW and hold.
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ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45	GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45
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TDZ/CL Rwy 6R, 6L, and 24R REIL Rwy 28 HIRL Rwy 10-28, 6R-24L, and 6L-24R		1.3	0.7	4.7 NM	6 NM	
	CATEGORY	A		B	C	D
	LPV DA			1098/24	311 (400-½)	
	LNAV/ VNAV DA			1280/60	493 (500-1¼)	
	LNAV MDA	1260/24	473 (500-½)	1260/40 473 (500-¾)	1260/50 473 (500-1)	

WAAS CH 60904 W24A	APP CRS 237°	Rwy Idg TDZE Apt Elev 9000 780 791
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RNAV (GPS) RWY 24R

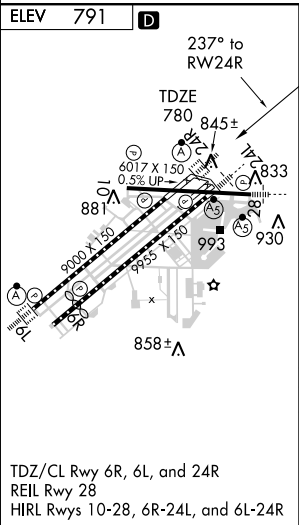
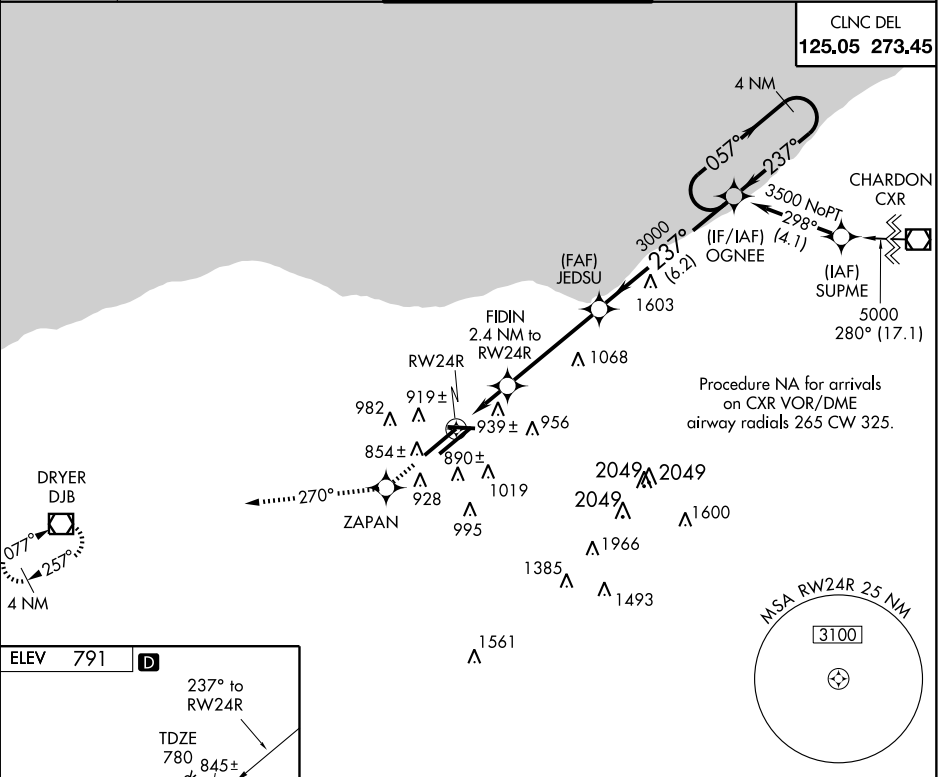
CLEVELAND-HOPKINS INTL (CLE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F)
DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct ZAPAN and via 270° track to DJB VOR/DME and hold.



ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85 DEP 132.375	6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45	6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45



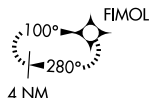
3000	ZAPAN	270° TRK	DJB	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
<p>*LNAV only</p> <p>FIDIN 2.4 NM to RW24R</p> <p>JEDSU</p> <p>OGNEE</p> <p>057° 3500</p> <p>237°</p> <p>3000</p> <p>GS 3.00° TCH 51</p> <p>1.3 NM 1.1 NM 4.4 NM 6.2 NM</p>					
CATEGORY	A	B	C	D	
LPV DA	1030/24 250 (300-½)				
LNAV/VNAV DA	1243/50 463 (500-1)				
LNAV MDA	1260/24 480 (500-½)	1260/40 480 (500-¾)	1260/50 480 (500-1)		

WAAS CH 40109 W28A	APP CRS 280°	Rwy Idg 6017 TDZE 791 Apt Elev 791
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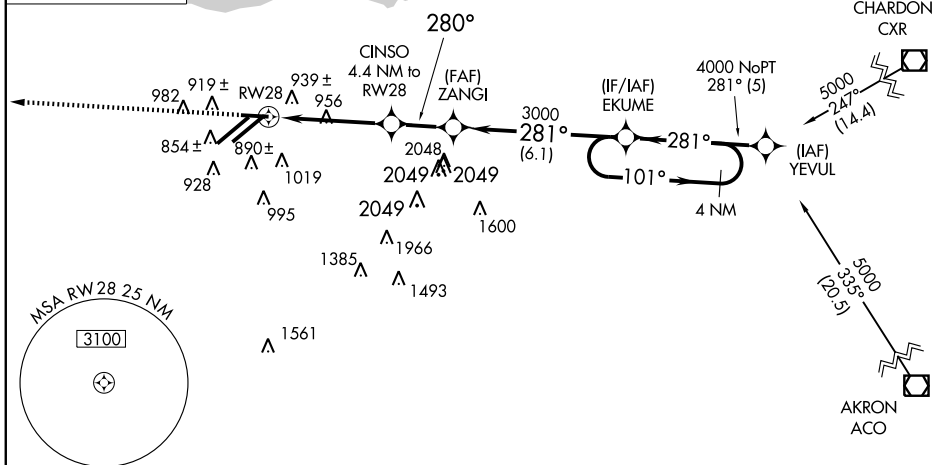
RNAV (GPS) RWY 28
CLEVELAND-HOPKINS INTL (CLE)

	For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.			 MALSR	MISSED APPROACH: Climb to 3000 direct FIMOL and hold.
	ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON	
ARR	127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45	
DEP	132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45	

MISSED APCH FIX

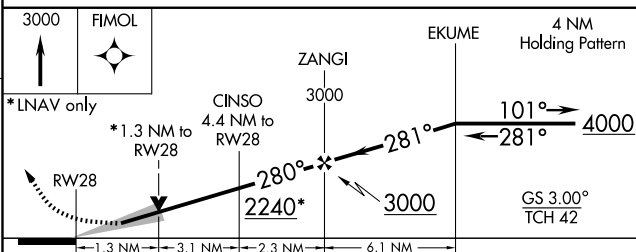
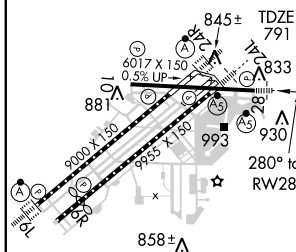


CLNC DEL
125.05 273.45



Procedure NA for arrivals
at ACO VOR/DME
on airway radials 293 CW 347.

ELEV 791



CATEGORY		A	B	C	D
LPV	DA	1068/24		277 (300-½)	
INAV/ VNAV	DA	1247/50		456 (500-1)	
INAV MDA		1260/24	469 (500-½)	1260/40 469 (500-¾)	1260/50 469 (500-1)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28

HIRL Rwy's 10-28, 6R-24L, and 6L-24R

ATIS DEP 132.375
CLEVELAND DEP CON
128.25 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000, thence
. or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.
CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

CARLETON
115.7 CRL $\equiv \equiv \equiv$
Chan 104
N42°02.89'
W83°27.46'
L-28, H-10

FILUP
N41°33.99'
W83°11.14'

SANDUSKY
109.2 SKY $\equiv \equiv \equiv$
Chan 29
N41°26.07'
W82°39.29'
L-30

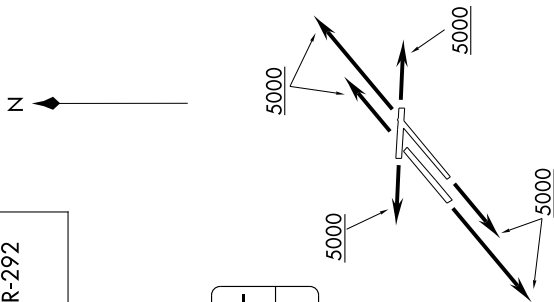
DRYER
113.6 DJB $\equiv \equiv \equiv$
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28, STANDARD.

TAKE-OFF OBSTACLES:

- Rwy 10: Multiple Signs beginning 1237' from DER, 717' left of centerline, up to 68' AGL/857' MSL. Light Pole 1746' from DER, 786' right of centerline, 53' AGL/842' MSL. Tower 4157' from DER, 1456' right of centerline, 137' AGL/922' MSL. Vehicle on road 304' from DER, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from DER, 240' left of centerline, 13' AGL/775' MSL. Multiple Trees beginning 1046' from DER, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from DER, 946' right of centerline, 80' AGL/840' MSL.
- Rwy 24R: Tower 2565' from DER, 1028' right of centerline, 191' AGL/870' MSL. Multiple Trees beginning 3653' from DER, 857' left of centerline, up to 103' AGL/870' MSL.
- Rwy 24L: Multiple Trees and Poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.





ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

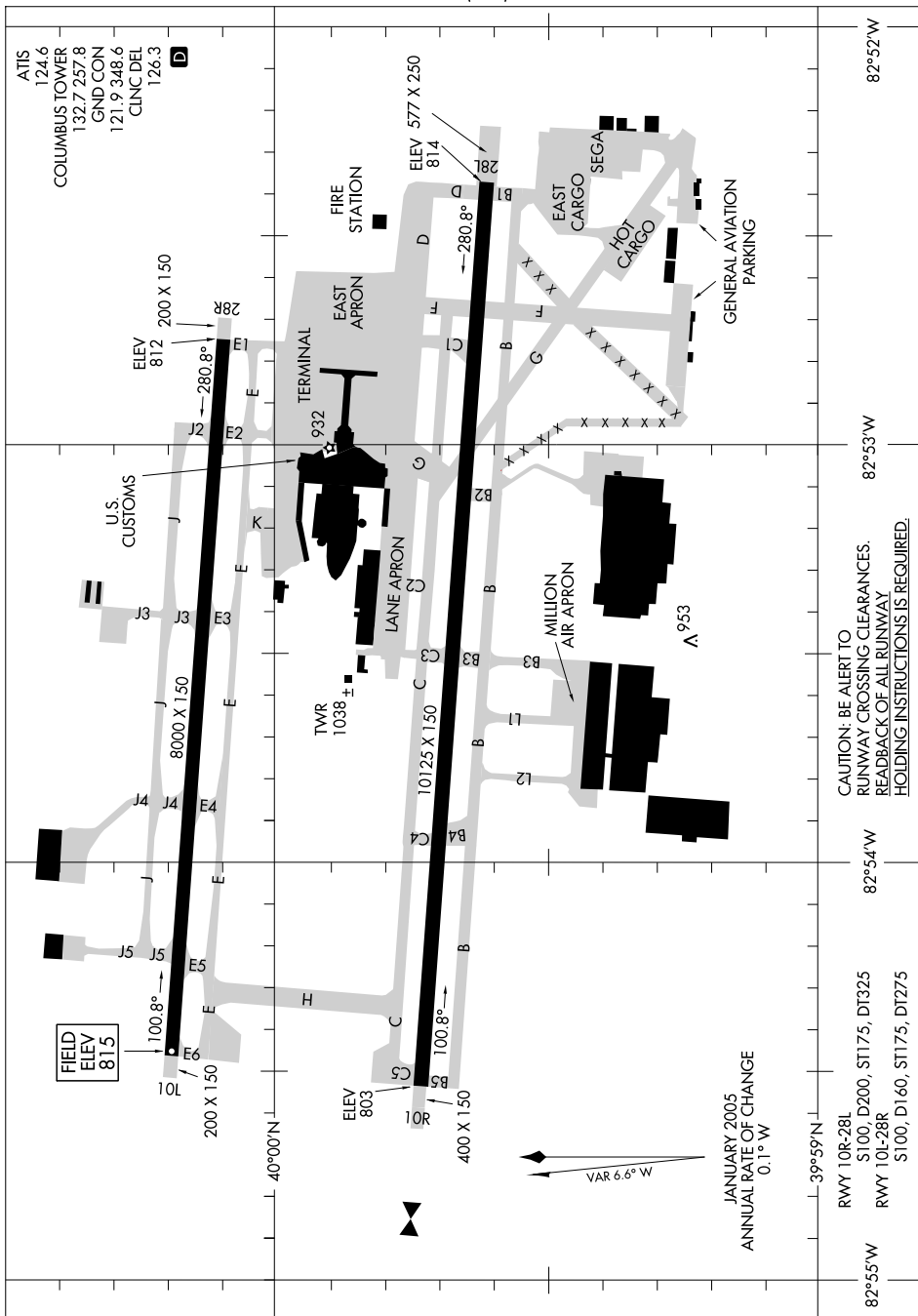
ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

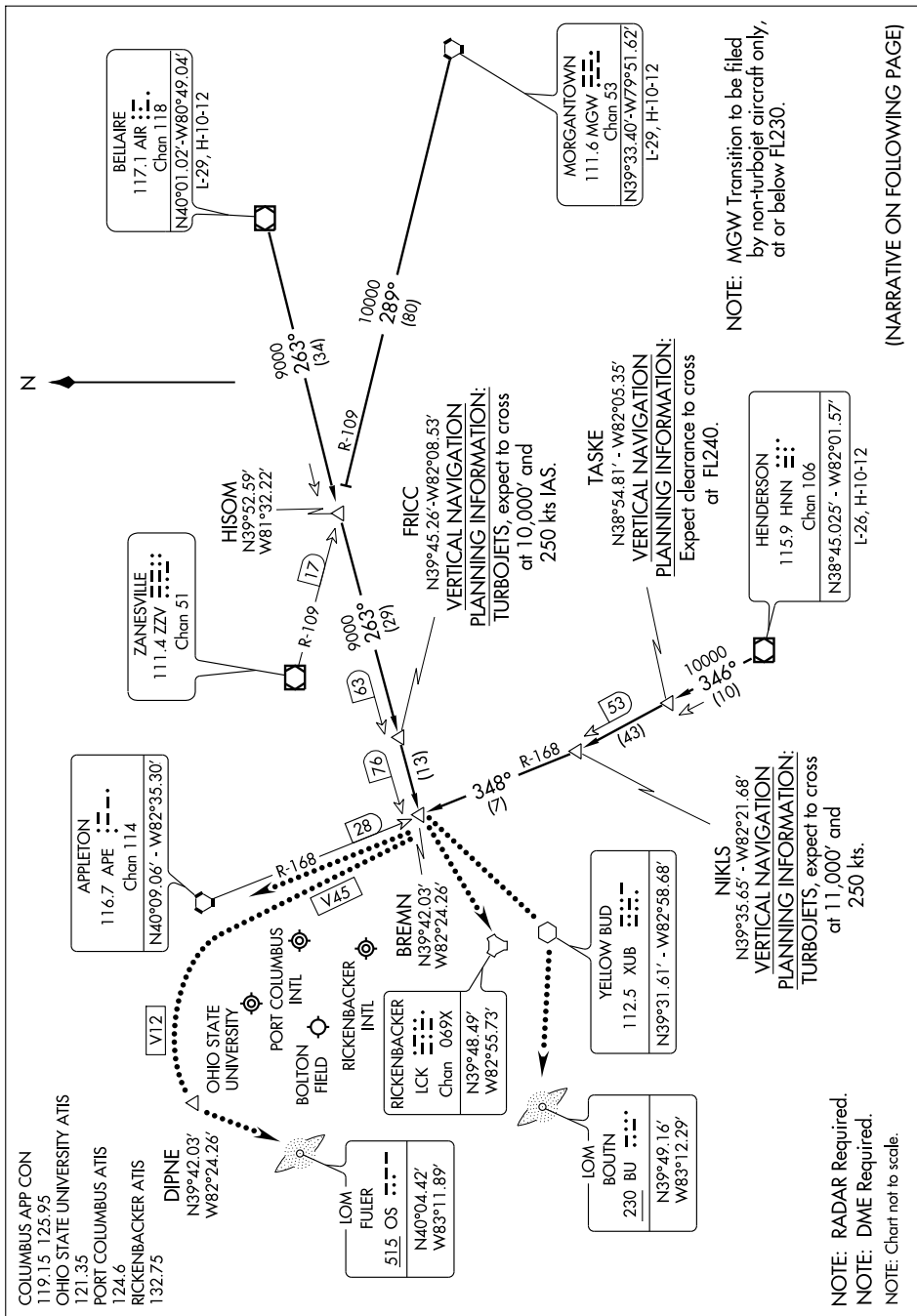
AIRPORT DIAGRAM

AL-94 (FAA)

COLUMBUS/ PORT COLUMBUS INTL (CMH)
COLUMBUS, OHIO



EC-2, 22 OCT 2009 to 19 NOV 2009



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .

HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .

MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

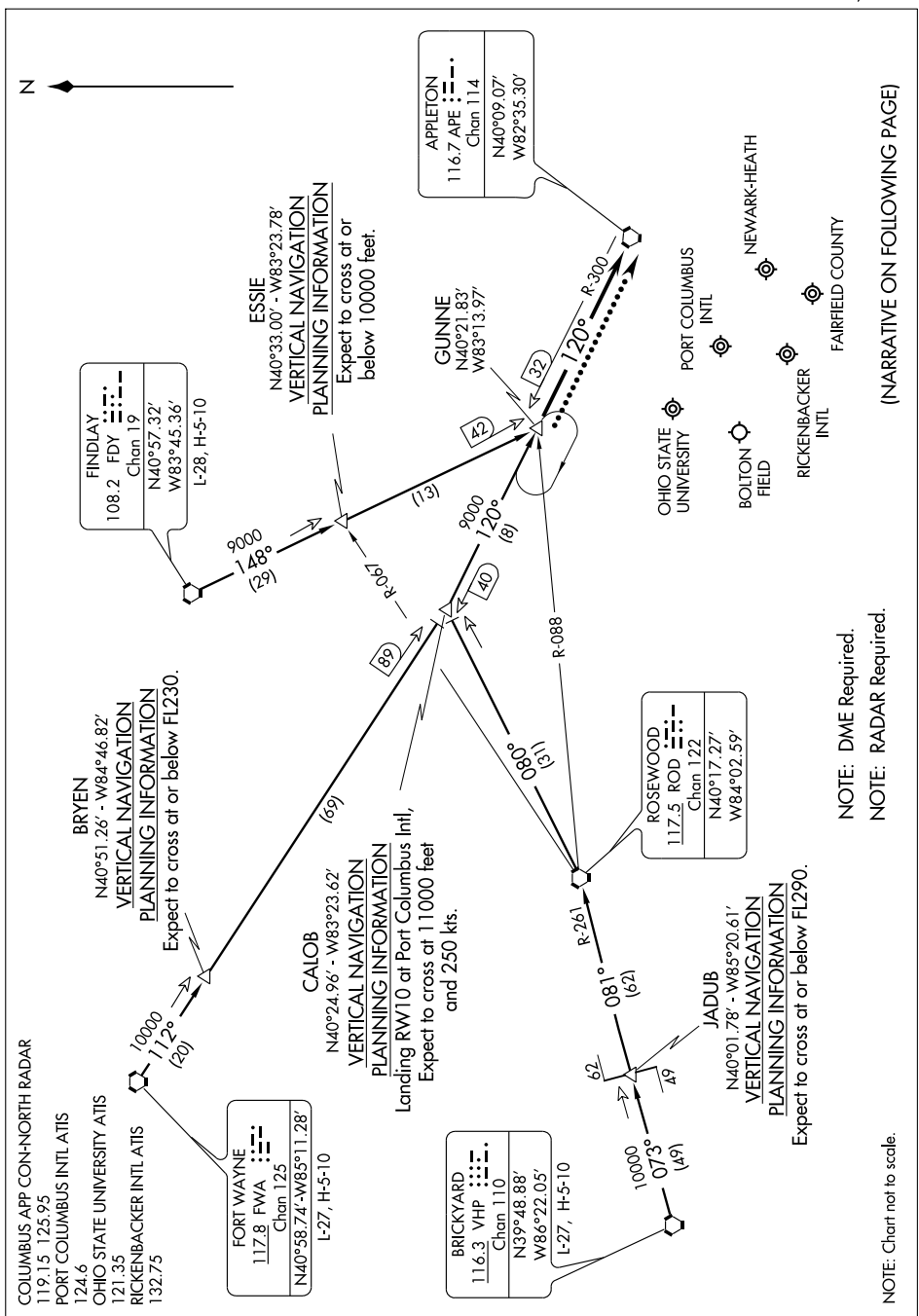
LOST COMMUNICATION PROCEDURE:

LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.

LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.

LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.

LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.



ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .



. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

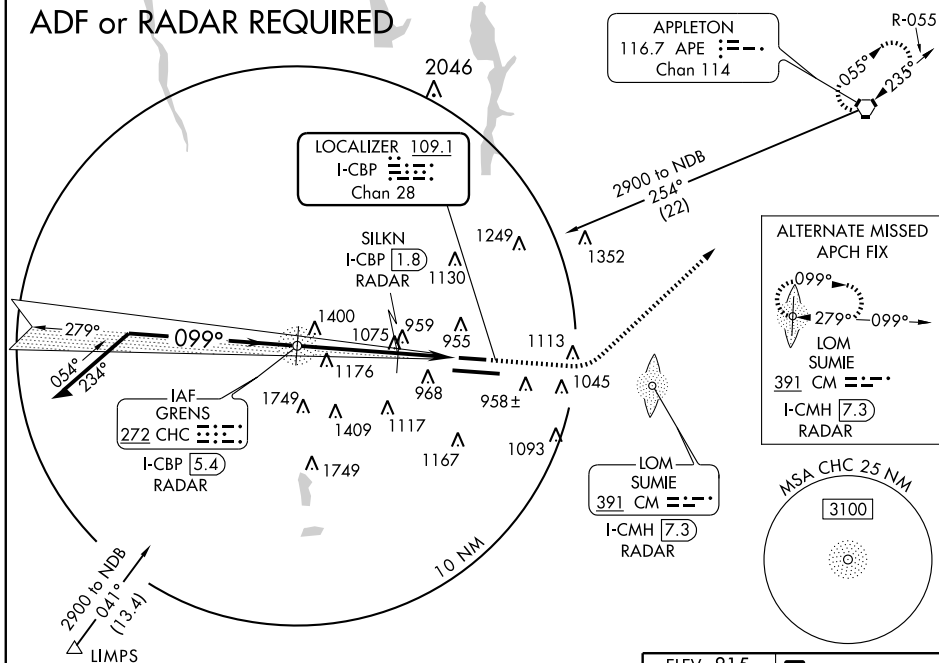
For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

LOC/DME I-CBP <u>109.1</u> Chan 28	APP CRS 099°	Rwy Idg 8000 TDZE 815 Apt Elev 815
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ILS or LOC RWY 10L
COLUMBUS / PORT COLUMBUS INTL (CMH)

	ADF or RADAR REQUIRED			MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.		
	**RVR 1800 authorized with the use of FD or AP or HUD to DA.					
ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95	

ADF or RADAR REQUIRED



Remain within 10 NM

NDB I-CBP 5.4 RADAR 2680 279°

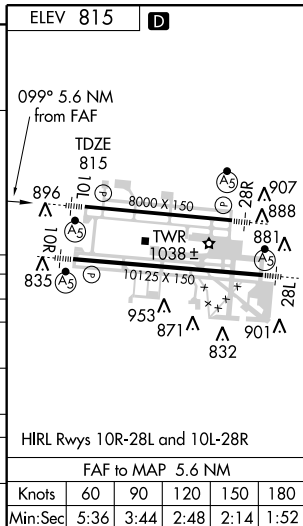
SILKN I-CBP 1.8 RADAR 1500 099°

GS 3.00° TCH 50

APE 116.7

*LOC only.

3.6 NM 1 NM 1 NM



LOC/DME I-AQI 108.7 Chan 24	APP CRS 099°	Rwy Idg 10125 TDZE 810 Apt Elev 815
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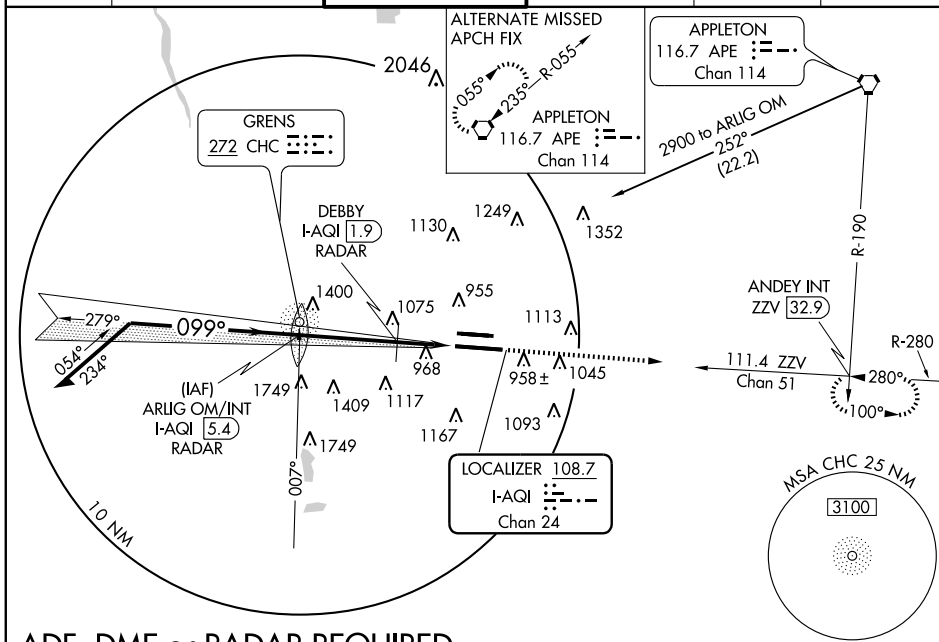
ILS or LOC RWY 10R
COLUMBUS / PORT COLUMBUS INTL (CMH)

T If local altimeter not received, use Rickenbacker Intl altimeter setting and increase all DAs and MDAs 40 feet.
A ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

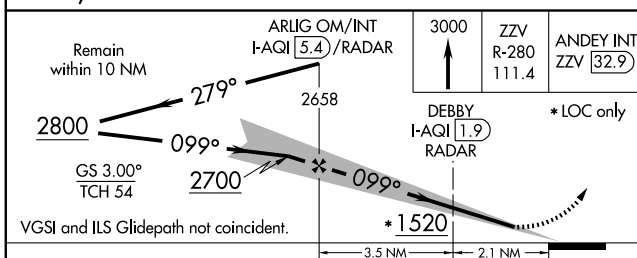
MALSR

MISSED APPROACH: Climb to 3000 via ZZV
R-280 to ANDEY Int/ZZV 32.9 DME and hold.

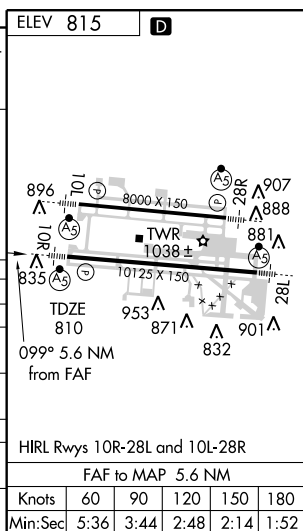
ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95
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ADF, DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 10R	**1010/24 200 (200-½)			
S-LOC 10R	1520/24	710 (800-½)	1520-1½ 710 (800-1½)	1520-1¾ 710 (800-1¾)
CIRCLING	1520-1	705 (800-1)	1520-2 705 (800-2)	1520-2 ¼ 705 (800-2 ¼)
DEBBY FIX MINIMUMS				
S-LOC 10R	1220/24	410 (500-½)	1220/40	410 (500-¾)
CIRCLING	1340-1	525 (600-1)	1340-1½ 525 (600-1½)	1380-2 565 (600-2)



LOC/DME I-CMH	APP CRS	Rwy Idg	10125
108.7	279°	TDZE	813
Chan 24		Apt Elev	815

ILS or LOC RWY 28L

COLUMBUS / PORT COLUMBUS INTL (CMH)

V **RVR 1800 authorized with the use of
A FD or AP or HUD to DA.



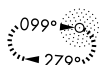
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 210° and APE R-242 to LIMPS Int/34.2 DME and hold.

ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95
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ALTERNATE MISSED
APCH FIX

GRENS
272 CHC

GRENS INT
RADAR



LOCALIZER 108.7
I-CMH
Chan 24

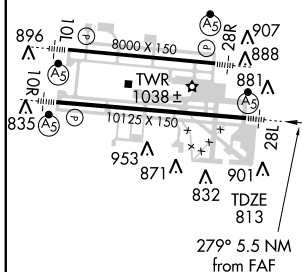
GRENS
272 CHC
GRENS INT
RADAR

LIMPS
APE 34.2
R-242
062°
242°



ADF or DME REQUIRED
RADAR REQUIRED

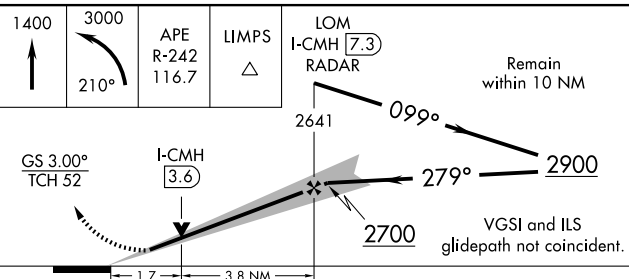
ELEV 815 **D**



HIRL Rwy 10R-28L and 10L-28R

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 28L	**1013/24 200 (200-½)			
S-LOC 28L	1420/24 607 (700-½)	1420/60 607 (700-1¼)	1420-1½ 607 (700-1½)	
CIRCLING	1420-1 605 (700-1)	1420-1¾ 605 (700-1¾)	1420-2 605 (700-2)	

LOC/DME I-ONB 109.1 Chan 28	APP CRS 279°	Rwy Idg 8000 TDZE 813 Apt Elev 815
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ILS or LOC RWY 28R

COLUMBUS / PORT COLUMBUS INTL (CMH)



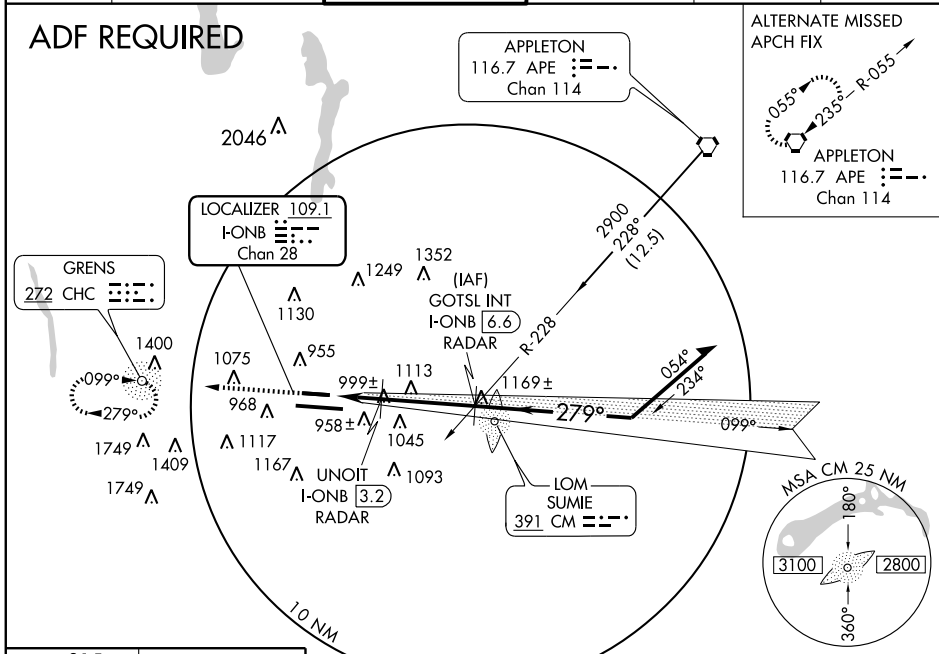
MALSR



MISSED APPROACH: Climb to 2800
direct GRENS NDB and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

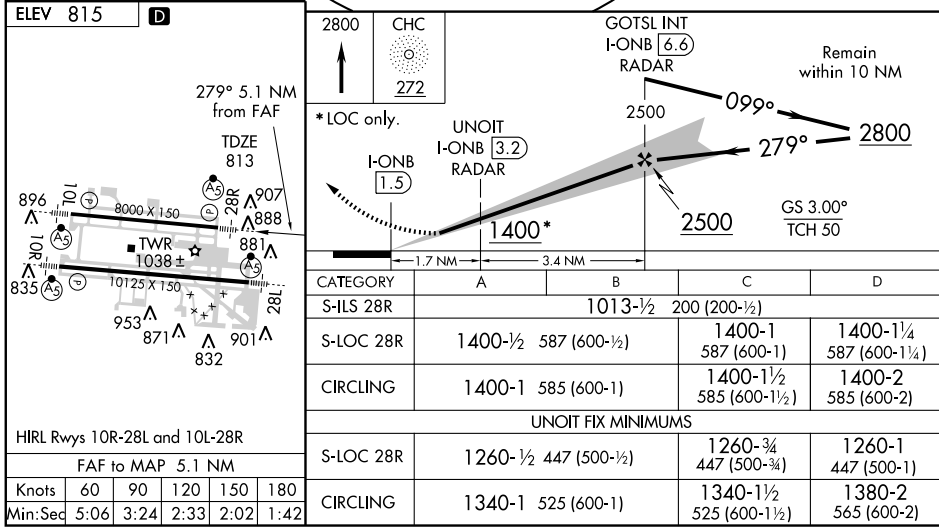
ADF REQUIRED



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ELEV 815	D
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D

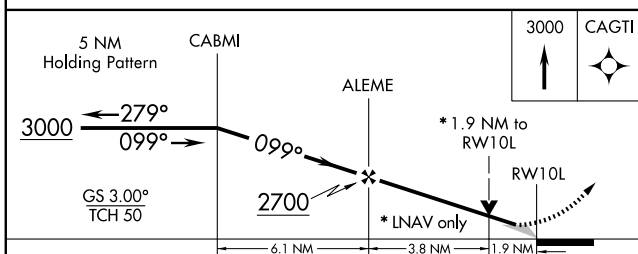
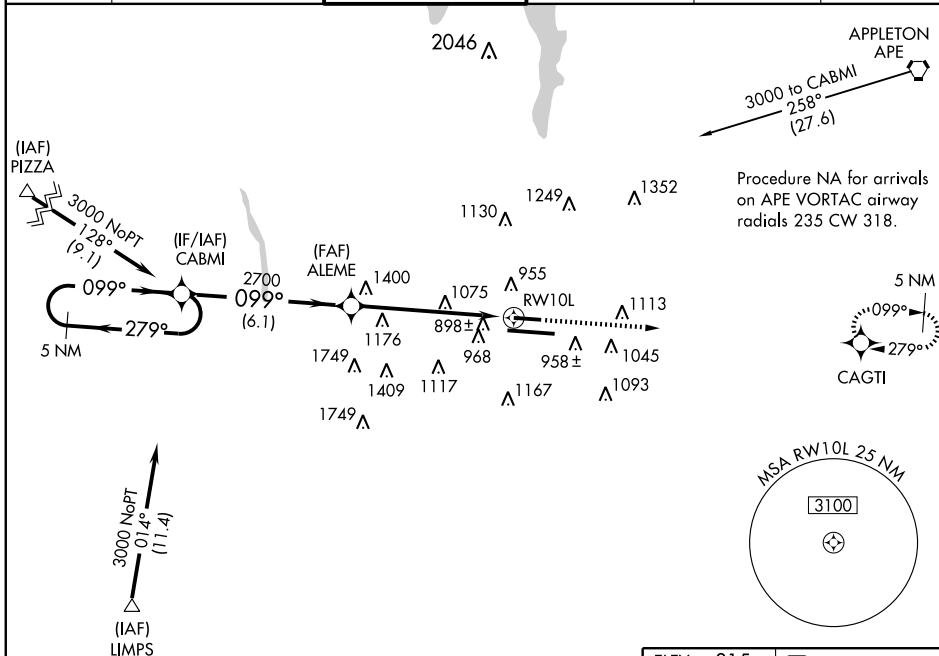


WAAS CH 40299 W10B	APP CRS 099°	Rwy Idg TDZE Apt Elev	8000 815 815
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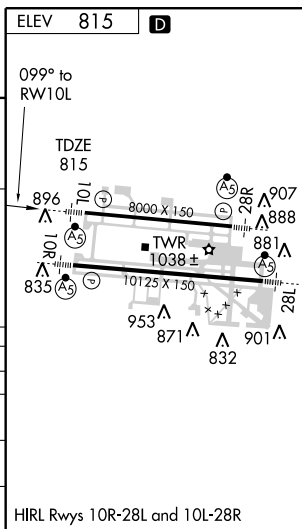
RNAV (GPS) RWY 10L

COLUMBUS / PORT COLUMBUS INTL (CMH)

	DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, approach LVP visibility to RVR 5000 all Cats.					MISSED APPROACH: Climb to 3000 direct CAGTI and hold.	
	ATIS 124.6	COLUMBUS APP CON 125.95 371.975		COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95




CATEGORY	A	B	C	D
LPV DA	1097/24 282 (300-½)			
LNAV/ VNAV	1264/50 449 (500-1)			
LNAV MDA	1480/24 665 (700-½)	1480/60 665 (700-1¼)	1480-1½ 665 (700-1½)	
CIRCLING	1480-1 665 (700-1)	1480-1¾ 665 (700-1¾)	1480-2 665 (700-2)	

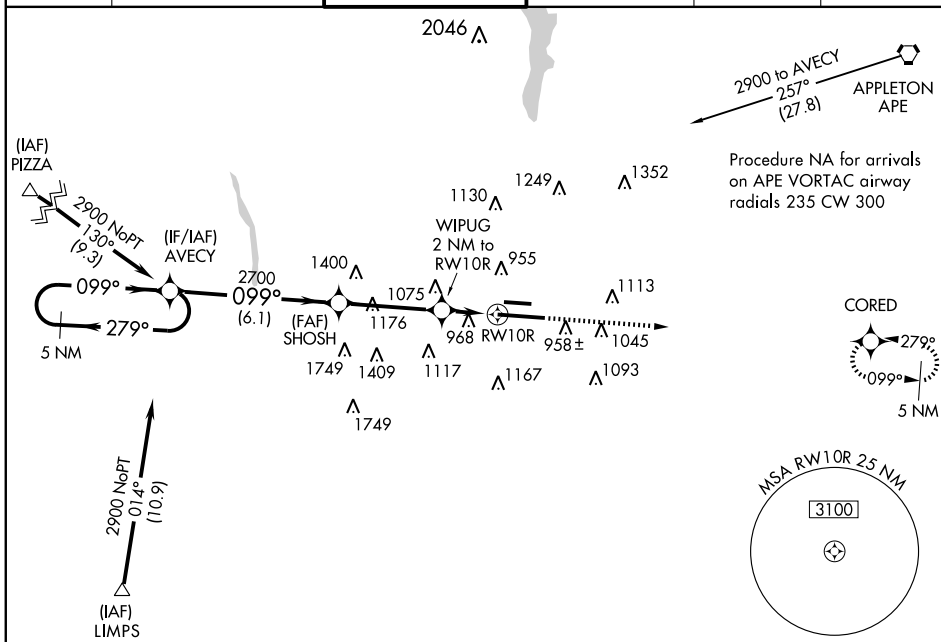


WAAS CH 99603 W10A	APP CRS 099°	Rwy Idg 10125 TDZE 810 Apt Elev 815
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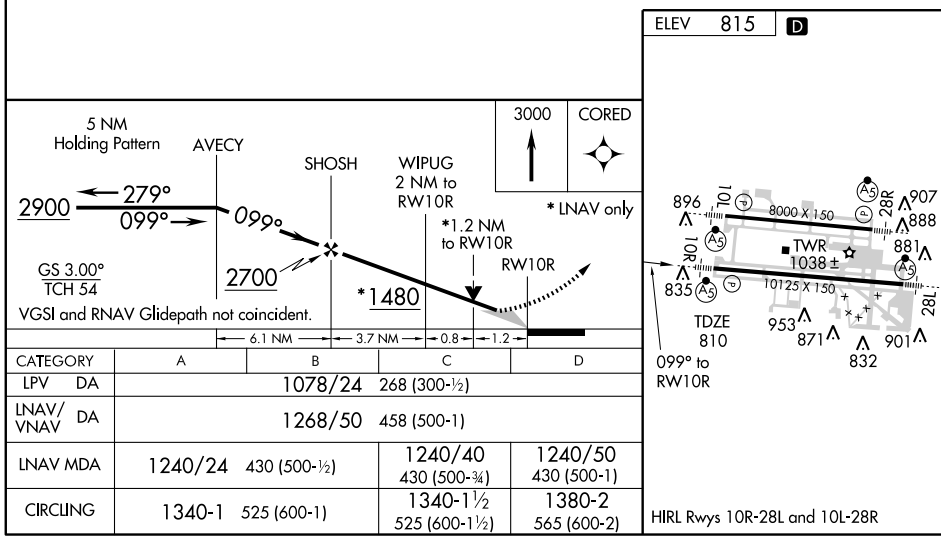
RNAV (GPS) RWY 10R
COLUMBUS / PORT COLUMBUS INTL (CMH)

<p>T DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV visibility to 1 all Cats.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 direct CORED and hold.</p>
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ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95
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WAAS CH 48999 W28A	APP CRS 279°	Rwy Idg 10125 TDZE 813 Apt Elev 815
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RNAV (GPS) RWY 28L

COLUMBUS / PORT COLUMBUS INTL (CMH)

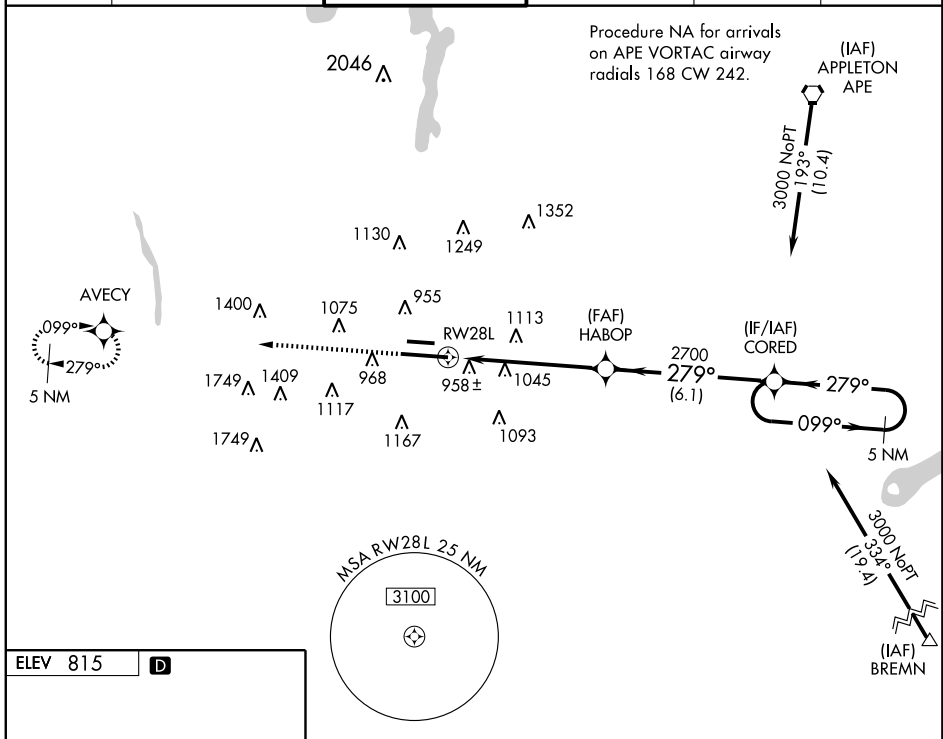
T DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MALSR

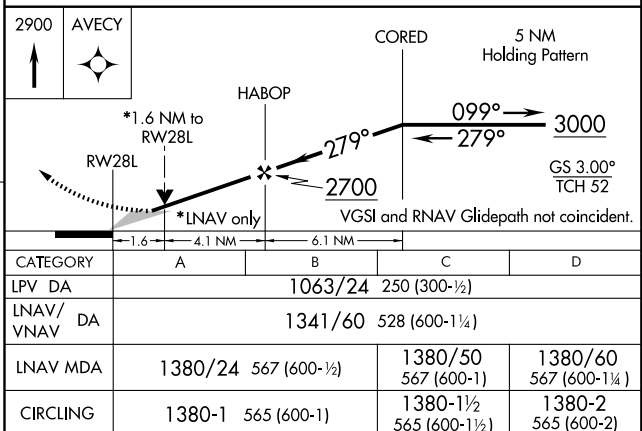
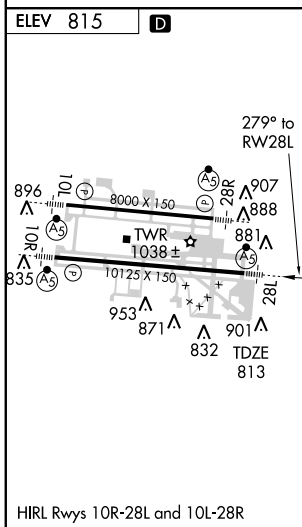


MISSED APPROACH: Climb to 2900 direct AVECY and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95



EC-2, 22 OCT 2009 to 19 NOV 2009

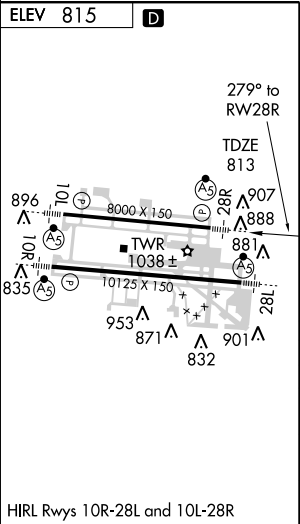
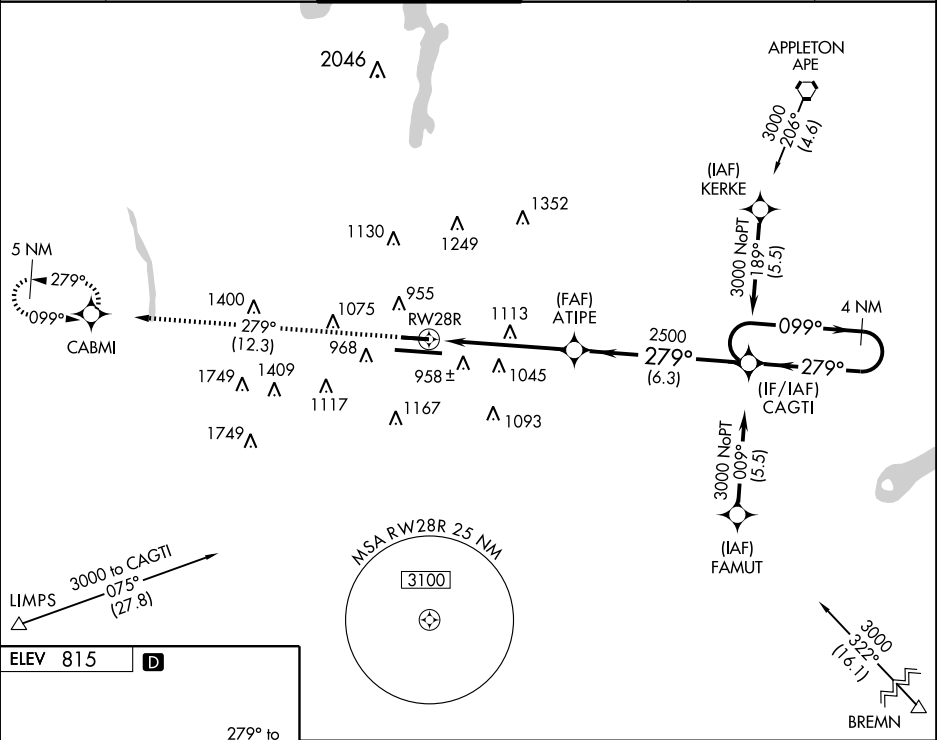


APP CRS 279°	Rwy Idg TDZE Apt Elev	8000 813 815
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RNAV (GPS) RWY 28R

COLUMBUS / PORT COLUMBUS INTL (CMH)

 NA	Baro-VNAV NA below -17°C (2°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	 MALSR	MISSED APPROACH: Climb to 3000 via course 279° to CABMI WP and hold.		
ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95



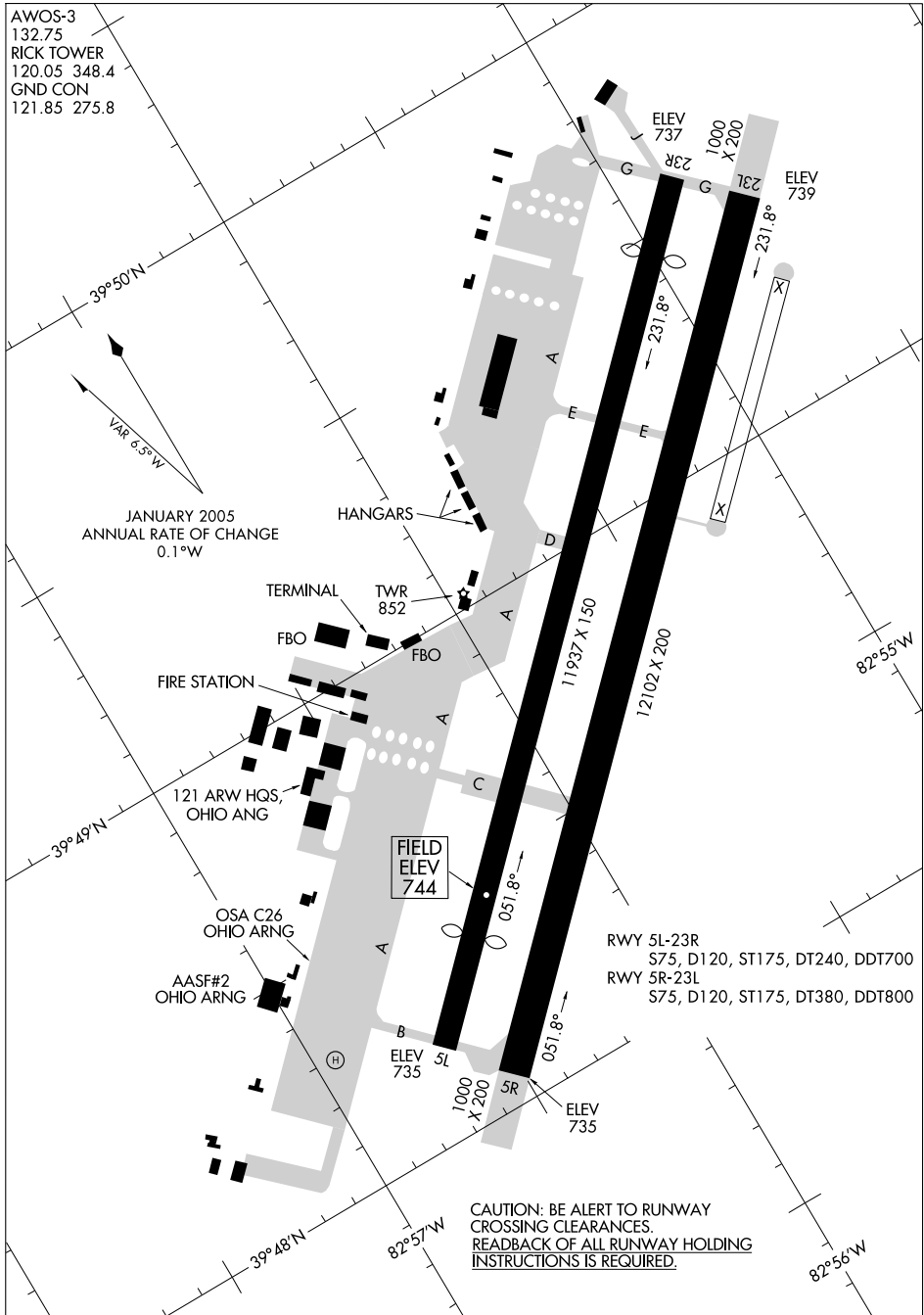
3000	279° course	CABMI	CAGTI	4 NM Holding Pattern
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1160-¾ 347 (400-¾)			
LNAV MDA	1420-¾ 607 (700-¾)		1420-1¼ 607 (700-1¼)	1420-1½ 607 (700-1½)
CIRCLING	1420-1¼ 605 (700-1¼)		1420-1¾ 605 (700-1¾)	1420-2 605 (700-2)

AIRPORT DIAGRAM

AL-6846 (FAA)

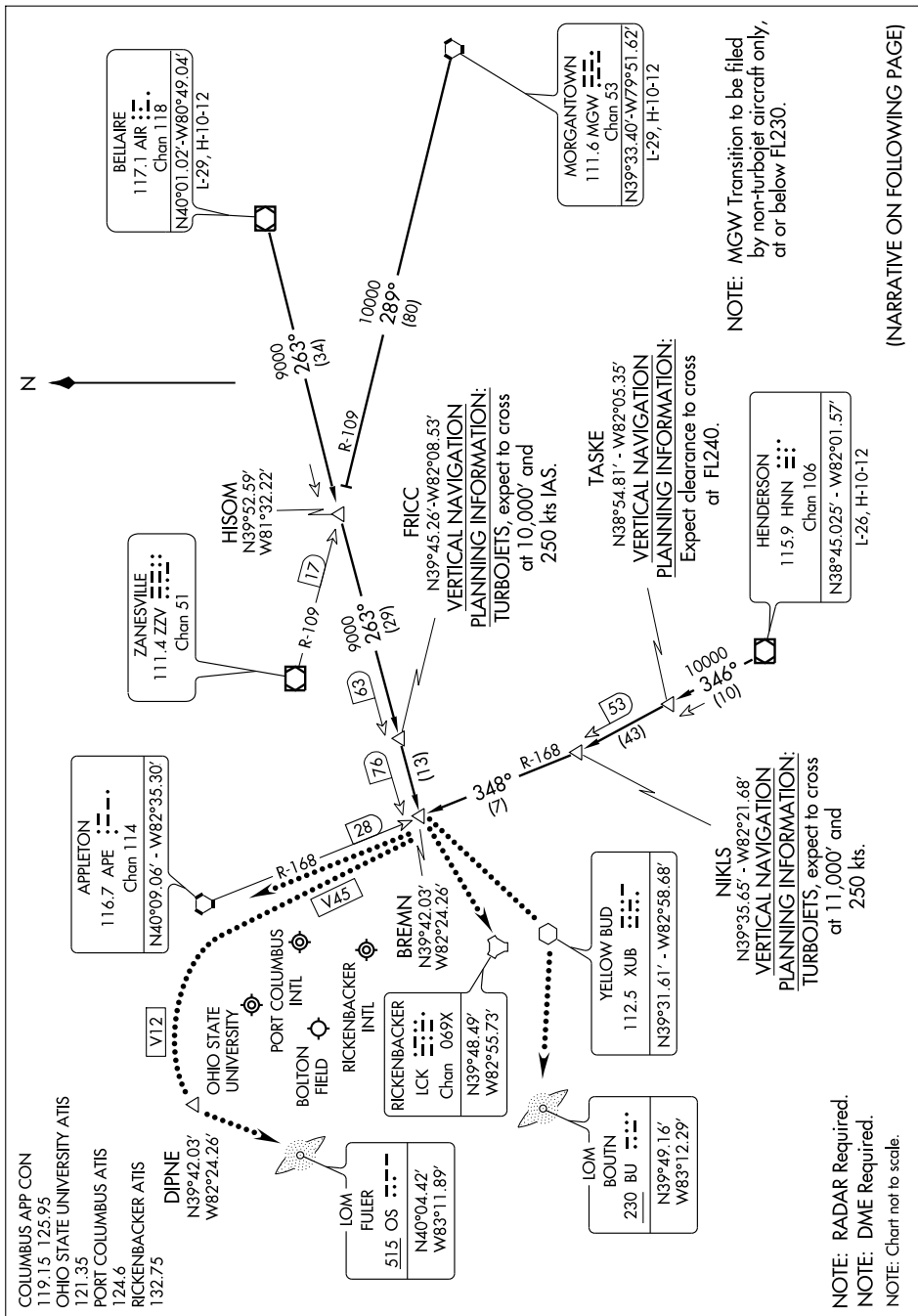
COLUMBUS/RICKENBACKER INTL (LCK)
COLUMBUS, OHIO

AWOS-3
132.75
RICK TOWER
120.05 348.4
GND CON
121.85 275.8



ST-94 (FAA)

COLUMBUS, OHIO



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .

HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .

MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

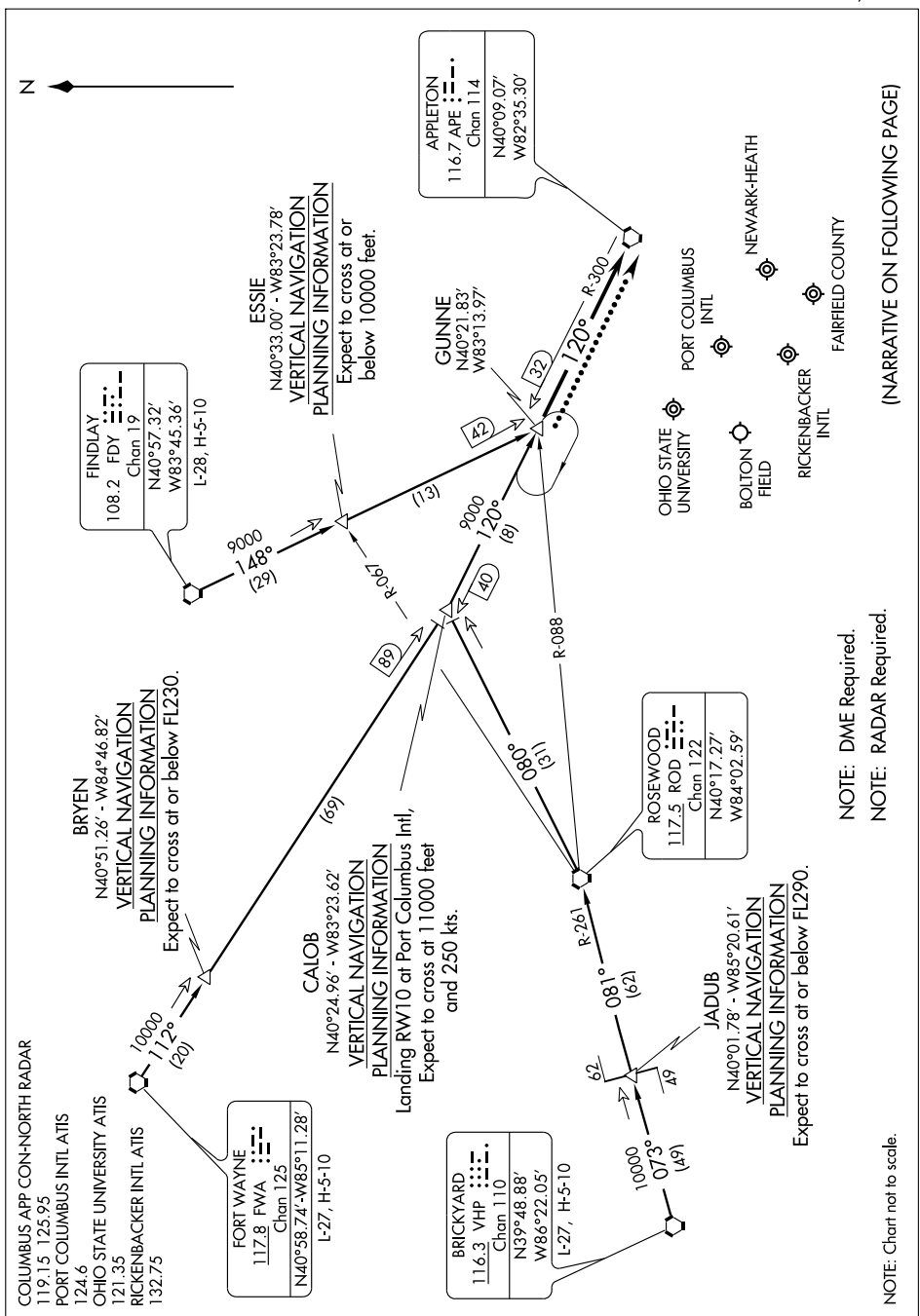
LOST COMMUNICATION PROCEDURE:

LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.

LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.

LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.

LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.



ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

LOC I-DDV 110.1 Chan 38	APCH CRS 050°	Rwy Idg 12,102 TDZE 736 Arpt Elev 744	JAL-6846 [USAF]	COLUMBUS/RICKENBACKER INTL (KLCK)
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* When ALS inop, increase CAT CDE RVR to 4000,
 ** When ALS inop, increase CAT C RVR to 5000, CAT
 DE RVR to 6000,
 *** Circling NA NW of Rwy 5L/23R.



MISSED APPROACH: Climb to 3000 then climbing right
 turn to 5000 via heading 190° and LCK R-138 to
 MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON
119.15 279.6

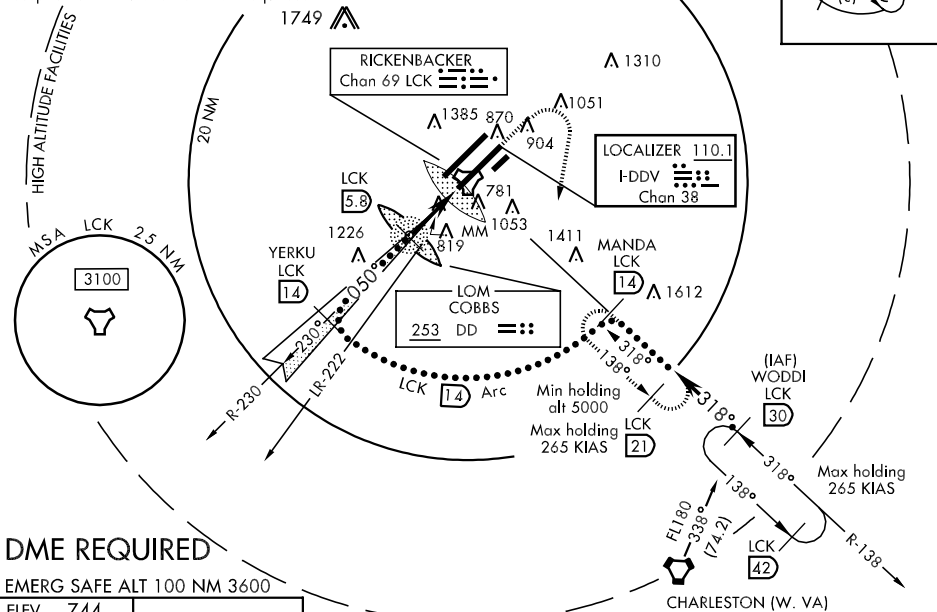
RICK TOWER
120.05 348.4

GND CON
121.85 275.8

AWOS-3
132.75

When local altimeter setting not received,
 use Port Columbus Intl altimeter setting and
 increase all DA to 972 ft and all MDA 40 ft,
 increase S-ILS CAT C,D,E vis to RVR 2400,
 and Circling CAT E vis to 2½.

DME from LCK TACAN. Simultaneous
 reception of I-DDV and LCK DME required.

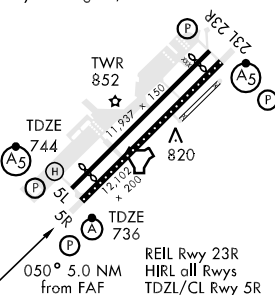


DME REQUIRED

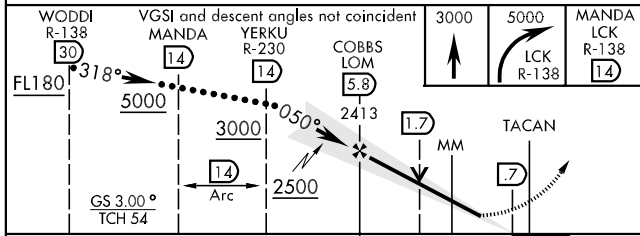
EMERG SAFE ALT 100 NM 3600

ELEV 744

Rwy 5L Idg 11,018
 Rwy 23R Idg 10,934



FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32



CATEGORY	C	D	E
S-ILS 5R *	936/18	200 (200-¼)	936/24 200 (200-½)
S-LOC 5R **	1080/24 344 (400-½)	1080/40 344 (400-¾)	
SIDESTEP RWY 5L	1180-1½ 444 (500-1½)	1180-2 444 (500-2)	
CIRCLING ***	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

LOC I-LCK 110.1	APCH CRS 230°	Rwy Idg 12,102 TDZE 739 Arpt Elev 744	JAL-6846 [USAF]	COLUMBUS/RICKENBACKER INTL (KLCK)
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* Circling NA NW of Rwy 5L-23R.

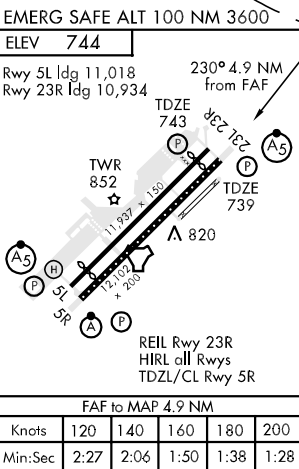
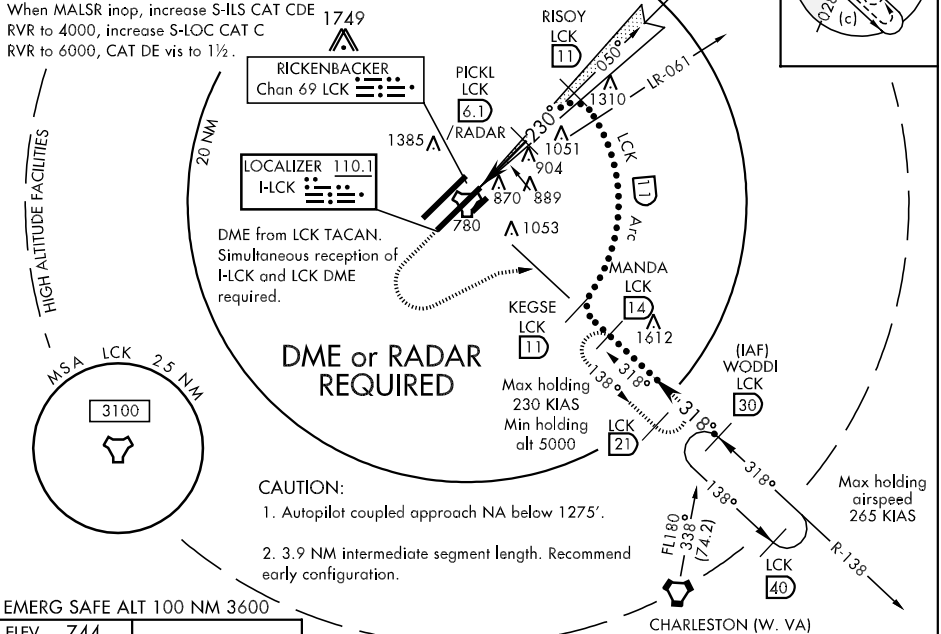


MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 080° and LCK R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	AWOS-3 132.75
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When local altimeter setting not received, use Port Columbus Init altimeter setting and increase all DA to 975 ft and all MDA 40 ft, increase S-LOC CAT E vis to RVR 6000, and Circling CAT E vis to 2½ miles.

When MALSR inop, increase S-ILS CAT CDE RVR to 4000, increase S-LOC CAT C RVR to 6000, CAT DE vis to 1½.



CATEGORY	C	D	E
S-ILS 23L	939/24	200	(200-½)
S-LOC 23L	1180/40 441 (500-¾)	1180/50 441 (500-1)	
SIDESTEP Rwy 23R	1220-1½ 477 (500-1½)	1220-2 477 (500-2)	
CIRCLING *	1220-1½ 476 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

LOC/DME I-FQS	APP CRS	Rwy Idg	11018
110.55	050°	TDZE	744
Chan 42 (Y)		Apt Elev	744

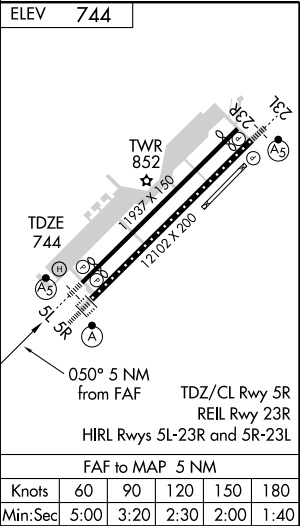
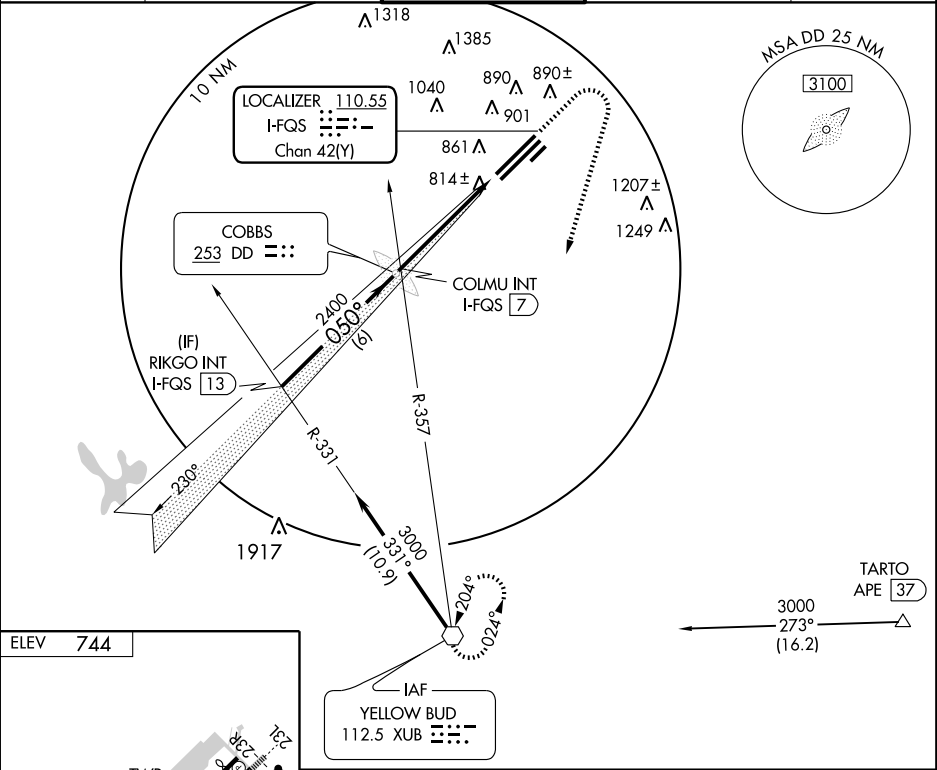
ILS or LOC RWY 5L
COLUMBUS / RICKENBACKER INTL (LCK)

A If local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs to 980 feet and increase all MDAs 40 feet. Circling not authorized NW of Rwy 5L-23R. For inoperative MALSRS increase S-LOC Cat D visibility to 1 mile.

MALSRS

MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95



Procedure Turn NA		RIKGO INT I-FQS 13	VGSI and ILS glidepath not coincident.	3000	XUB 112.5
GS 3.00° TCH 55		3000	050°	2400	I-FQS 2.8 I-FQS 2
VDP NA with Port Columbus Intl altimeter setting.		6 NM	4.2 NM	0.8	
CATEGORY	A	B	C	D	
S-ILS 5L	944-1/2		200 (200-1/2)		
S-LOC 5L	1080-1/2		336 (400-1/2)		1080-3/4 336 (400-3/4)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1 1/2 456 (500-1 1/2)	1300-2 556 (600-2)	

LOC/DME I-DDV	APP CRS	Rwy Idg	5R 12102	5L 11018
		TDZE	736	744
		Apt Elev	744	744
		Chan 38		

ILS or LOC RWY 5R

COLUMBUS / RICKENBACKER INTL (LCK)

▲ When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA to 975 feet, and all MDA 40 feet; increase S-ILS 5R visibility to RVR 2400 all Cats. Circling not authorized NW of Rwy 5L-23R.

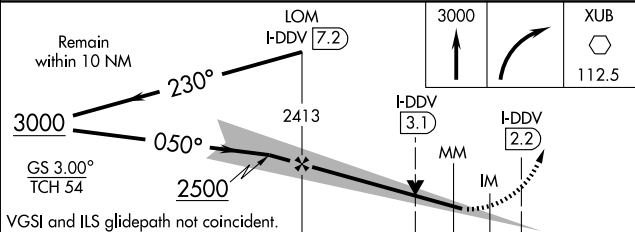
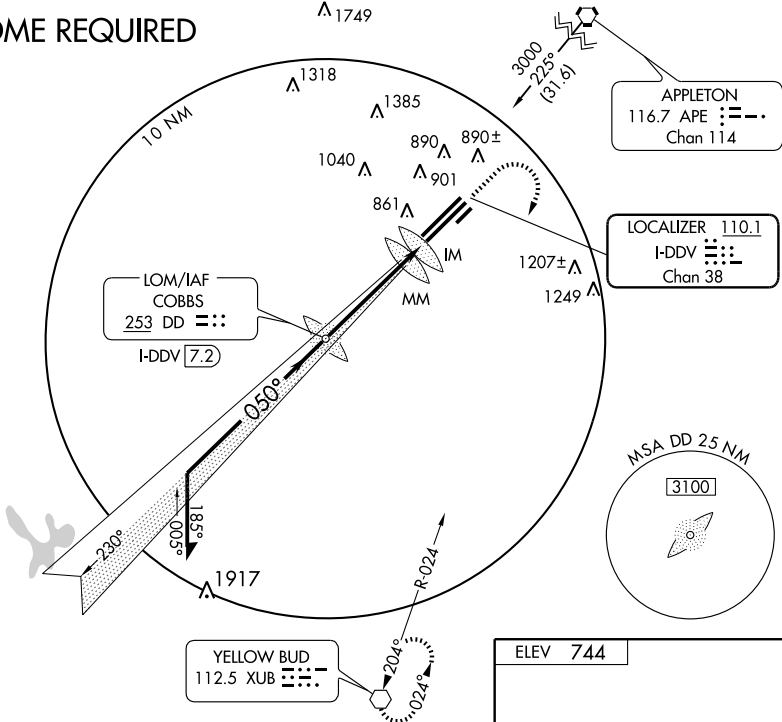
5R
ALSIF-2

5L
MALSR

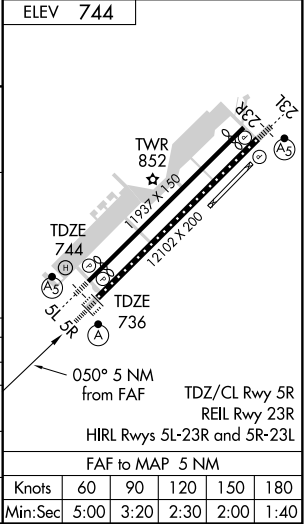
MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 5R		936/18 200 (200-½)		
S-LOC 5R		1080/24 344 (400-½)		1080/40 344 (400-¾)
SIDESTEP RWY 5L	1180-1 436 (500-1)	1180-1½ 436 (500-1½)	1200-1½ 436 (500-1½)	1300-2 556 (600-2)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)



When local alimeter setting not received, use Port Columbus Intl alimeter setting and increase all DA to 975 feet and all MDA 40 feet. Circling not authorized NW of Rwy 5L-23R.

MALSR

MISSED APPROACH: Climb to 3000, then left turn direct XUB VOR and hold.

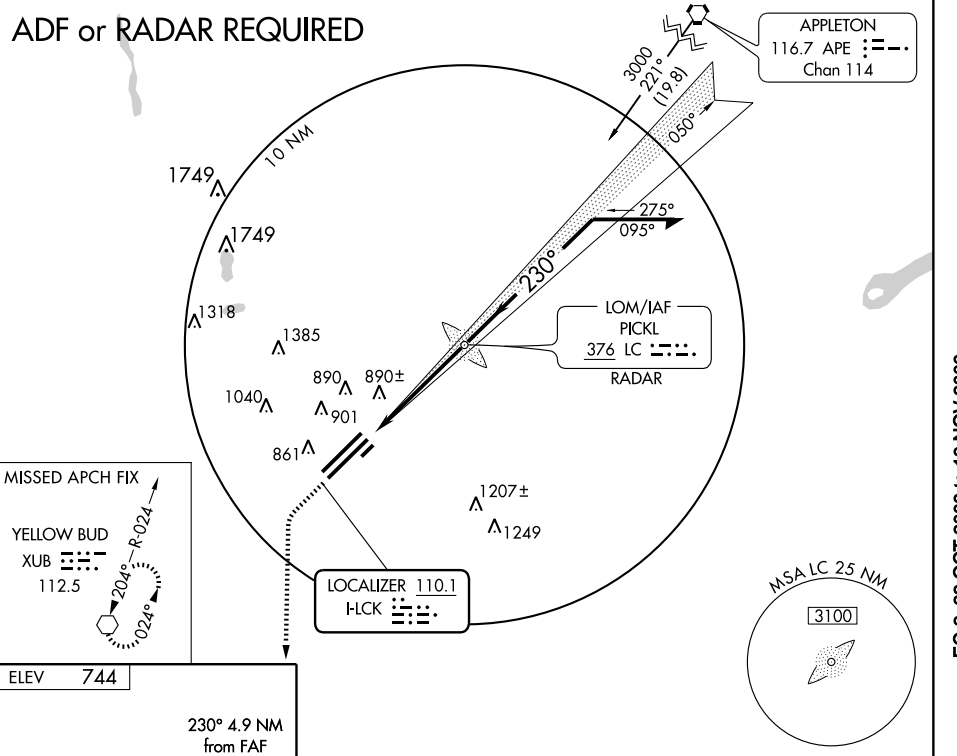
AWOS-3
132.75

COLUMBUS APP CON
119.15 279.6

RICK TOWER
120.05 348.4

GND CON
121.85 275.8

UNICOM
122.95



ELEV 744

230° 4.9 NM from FAF

TDZE 743

TWR 852

11937 X 50

12102 X 200

TDZE 739

TDZ/CL Rwy 5R

REIL Rwy 23R

HIRL Rwy 5L-23R and 5R-23L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

3000

XUB 112.5

VGSI and ILS glidepath not coincident.

LOM RADAR

2372

050°

230°

2400

2900

GS 3.00°

TCH 62

4.9 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-ILS 23L	939/24 200 (200-½)			
S-LOC 23L	1180/24	441 (500-½)	1180/40 441 (500-¾)	1180/50 441 (500-1)
SIDESTEP RWY 23R	1220-1	477 (500-1)	1220-1½ 477 (500-1½)	1220-2 477 (500-2)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

LOC/DME I-DDV	APP CRS	Rwy Idg	12102
110.1	050°	TDZE	736
Chan 38		Apt Elev	744

ILS RWY 5R (CAT II)

COLUMBUS / RICKENBACKER INTL (LCK)

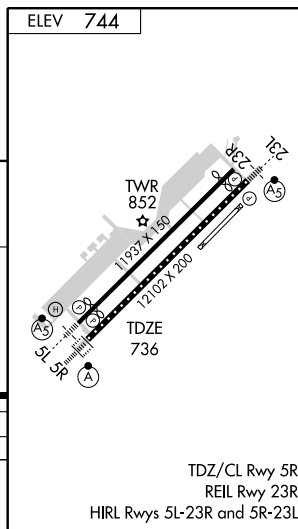
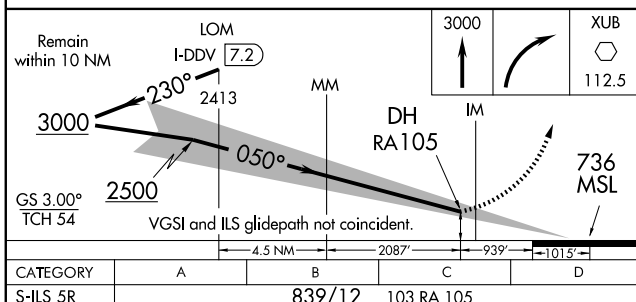
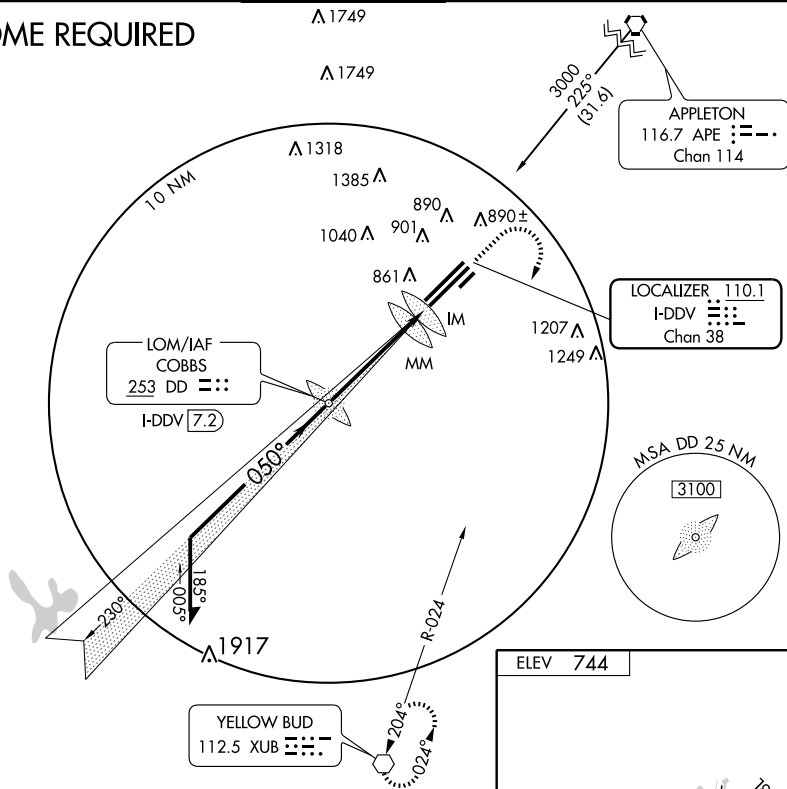
▲ Cat II NA when using Port Columbus altimeter setting.



MISSED APPROACH: Climb to 3000, then turn right direct XUB VOR and hold.

AWOS-3 132.75	COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	UNICOM 122.95
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ADF or DME REQUIRED



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwy 5L-23R and 5R-23L

NOTE: Chart not to scale.

TAKE-OFF RUNWAYS 5L or 5R: Climbing right turn to 3000' via heading 070° until crossing APE R-222, then right turn heading 090°. Expect vectors to assigned route and clearance to filed altitude 10 minutes after departure.

NDB RWY 5R

COLUMBUS / RICKENBACKER INTL (LCK)

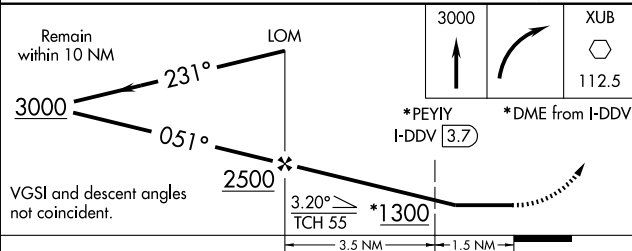
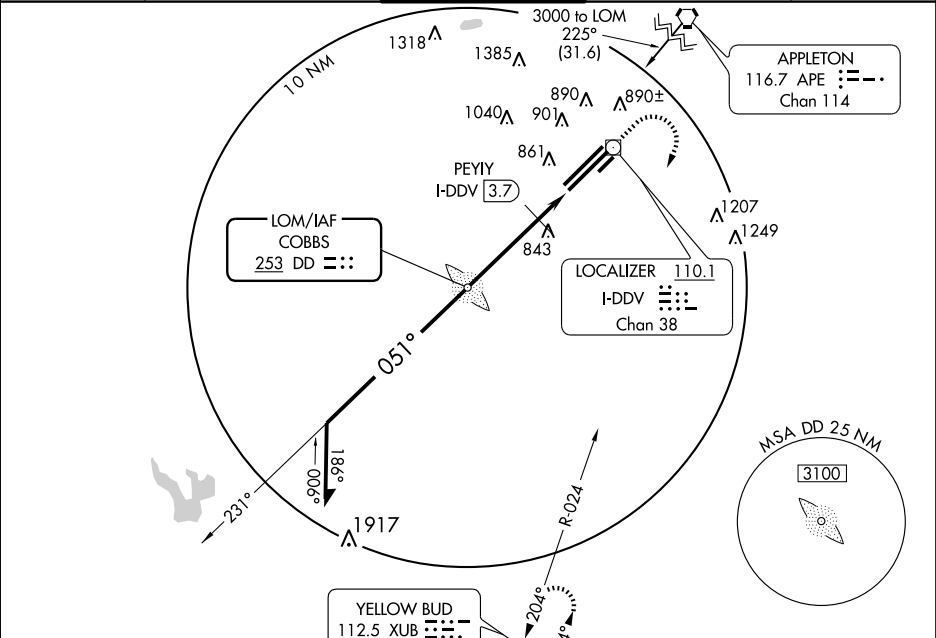
LOM DD 253	APP CRS 051°	Rwy Idg 12102 TDZE 736 Apt Elev 744
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⚠ Circling NA NW of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase S-5R Cat C visibility to RVR 6000, Cat D visibility to 1¾ mile and PEYIY fix minimums Cat D visibility to RVR 6000.

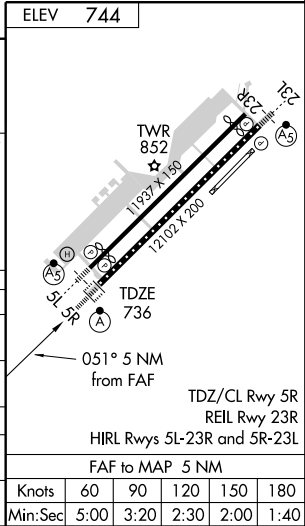
ALSF2



MISSED APPROACH:
Climb to 3000 then right turn direct XUB VOR and hold.

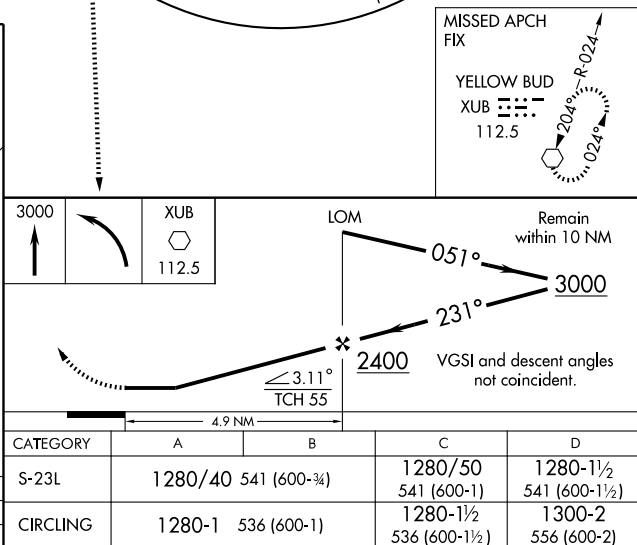
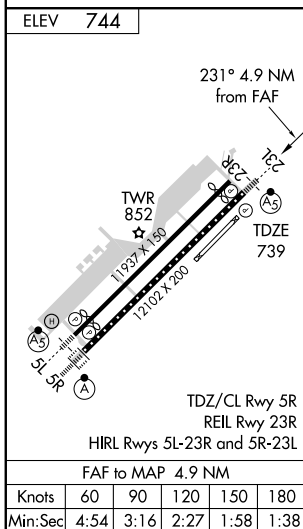
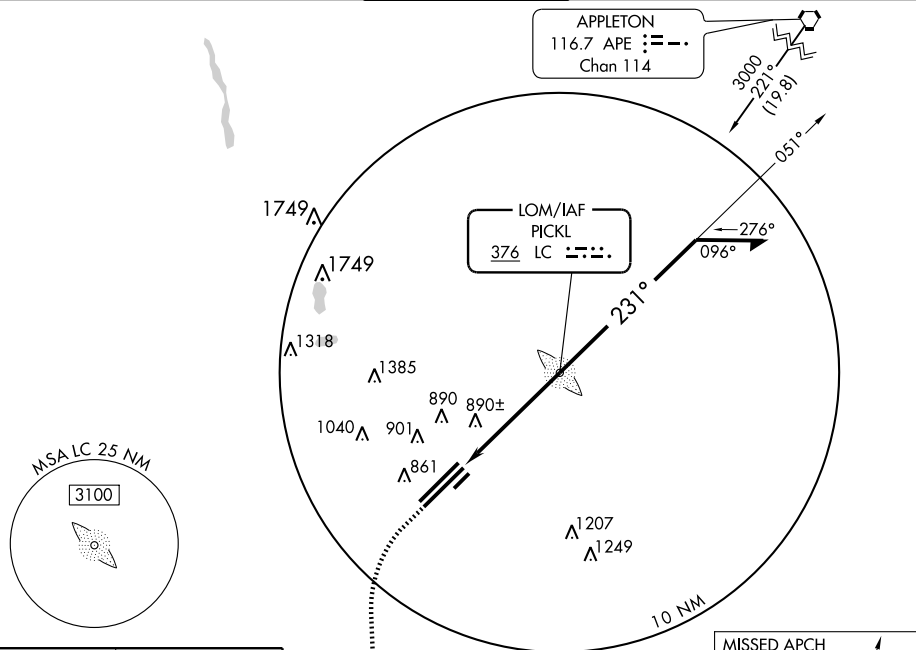
AWOS-3 132.75	COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-5R	1300/40 564 (600-¾)		1300/50 564 (600-1)	1300-1½ 564 (600-1½)
CIRCLING	1300-1 556 (600-1)		1300-1½ 556 (600-1½)	1300-2 556 (600-2)
*PEYIY FIX MINIMUMS				
S-5R	1160/40 424 (500-¾)			1160/50 424 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)



	Circling NA NW of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase alt MDA 40 feet.				MISSED APPROACH: Climb to 3000 then left turn direct XUB VOR and hold.
	AWOS-3 132.75	COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	UNICOM 122.95



▲

For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet, increase all MDA 40 feet and LNAV Cat C visibility to RVR 4000.

ALSF2

ⓘ

ⓘ

MISSED APPROACH:

Climb to 3000 direct ZAVTA and hold.

AWOS-3 132.75	COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	UNICOM 122.95
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The main chart displays the RNAV (GPS) RWY 5R approach. Key features include:

- Waypoints:** JORUV (IAF), YERKU (IF/IAF), FOGEB (FAF), YABUC (1.4 NM to RW05R), and TARTO.
- Altitudes:** 1318, 1385, 1040, 890, 890±, 861, 839±, 843, 1207, 1249, 1917.
- Angles:** 050°, 230°, 284° (20.6°).
- Distances:** 4 NM, 2300, 2500, 3000.
- Obstacles:** 1207, 1249.
- MSA:** MSA RW05R 25 NM, 3100.
- Diagram:** A circular diagram showing a missed approach fix with a 4 NM radius and angles of 050° and 230°.

4 NM Holding Pattern

YERKU

3000 ← 230°
050° →

GS 3.00°
TCH 54

VGSI and RNAV glidepath not coincident.

FOGEB

YABUC 1.4 NM to RW05R

RW05R

3000

ZAVTA

* LNAV only

2500

*1220

8 NM

3.9 NM

1.4

CATEGORY	A	B	C	D
LPV DA		936/24	200 (200-½)	
LNAV/VNAV DA		1138/50	402 (400-1)	
LNAV MDA		1120/24 384 (400-½)		1120/50 384 (400-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TWR 852

11937 X 130

12102 X 200

TDZE 736

050° to RW05R

TDZ/CL Rwy 5R

REIL Rwy 23R

HIRL Rws 5L-23R and 5R-23L

EC-2, 22 OCT 2009 to 19 NOV 2009

WAAS
CH **62811**
W23A

APP CRS
230°

Rwy Idg
TDZE **12102**
Apt Elev **744**

⚠

Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 40 feet.

MALSR

MISSED APPROACH:
Climb to 3000 direct YERKU and hold.

AWOS-3 132.75	COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	UNICOM 122.95
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ELEV **744**

3000

YERKU

VGSi and RNAV glidepath not coincident.

4 NM Holding Pattern

ZAVTA

050° → 3000

← 230°

GS 3.00° TCH 55

230° to RW23L

TDZE 739

TWR 852

11937 X 160

12102 X 200

5L

5R

23R

23L

* LNAV only

VUTUY 1.6 NM to RW23L

COYAN

RW23L

* 1280

2400

1.6

3.4 NM

6 NM

CATEGORY	A	B	C	D
LPV DA		939/24	200 (200-½)	
LNAV/VNAV DA		1121/40	382 (400-¾)	
LNAV MDA	1180/24	441 (500-½)	1180/40 441 (500-¾)	1180/50 441 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TDZ/CL Rwy 5R

REIL Rwy 23R

HIRL Rwys 5L-23R and 5R-23L

EC-2, 22 OCT 2009 to 19 NOV 2009

LCK TACAN Chan 69	APCH CRS 062°	Rwy Idg 11,018' TDZE 744 Arprt Elev 744
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AL-6846 [USAF]

COLUMBUS/ RICKENBACKER INTL (KLCK)

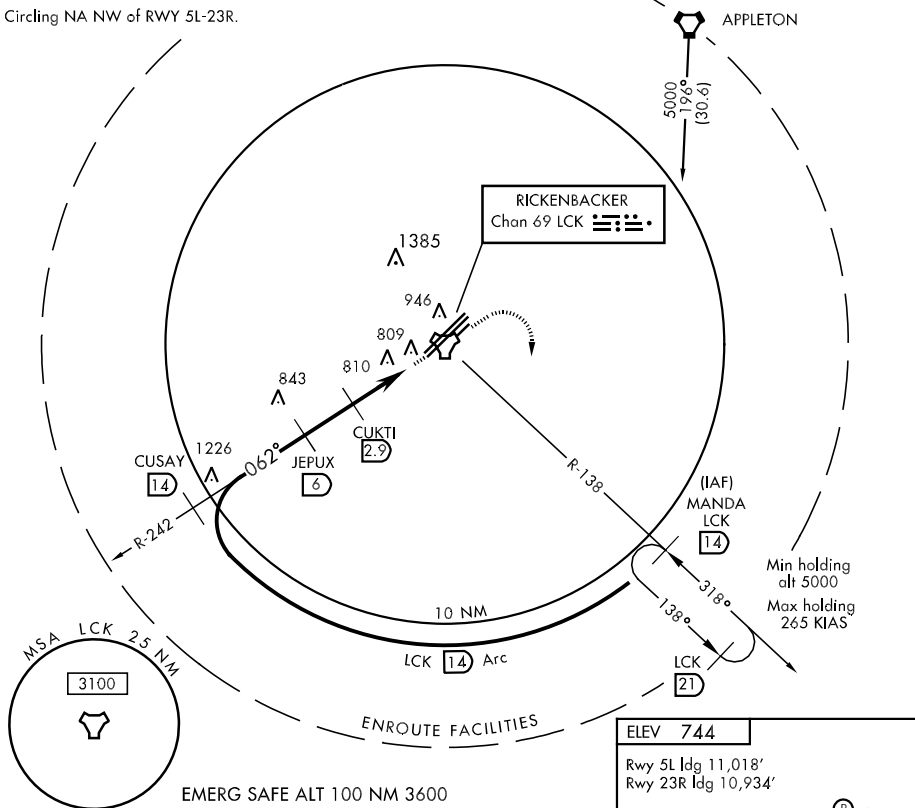
When local altimeter setting not received, use Port Columbus Intl altimeter setting, and increase all MDA 40 ft, increase CAT E vis to 1½ miles, and Circling CAT E vis to 2½ miles.



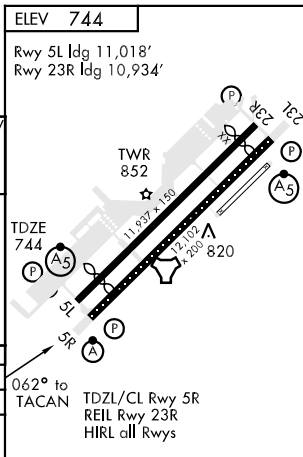
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 190° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	AWOS-3 132.75	UNICOM 122.95
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* Circling NA NW of RWY 5L-23R.



MANDA R-138					
5000	318°	3000	062°	JEPUX 6	CUKTI 2.9
14 Arc	3.13°	TCH 55	1520	4.6 NM	0.8
CATEGORY					
A	B	C	D	E	
S-5L	1100-1 356 (400-1)	1100-1 356 (400-1 ¼)	1100-1 356 (400-1 ¼)	1100-1 356 (400-1 ¼)	
CIRCLING *	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1 456 (500-1 ½)	1300-2 556 (600-2)	1380-2 636 (700-2 ½)



LCK TACAN Chan 69	APCH CRS 056°	Rwy Idg 12,102 TDZE 736 Arpt Elev 744
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AL-6846 [USAF]

COLUMBUS/ RICKENBACKER INTL (KLCK)

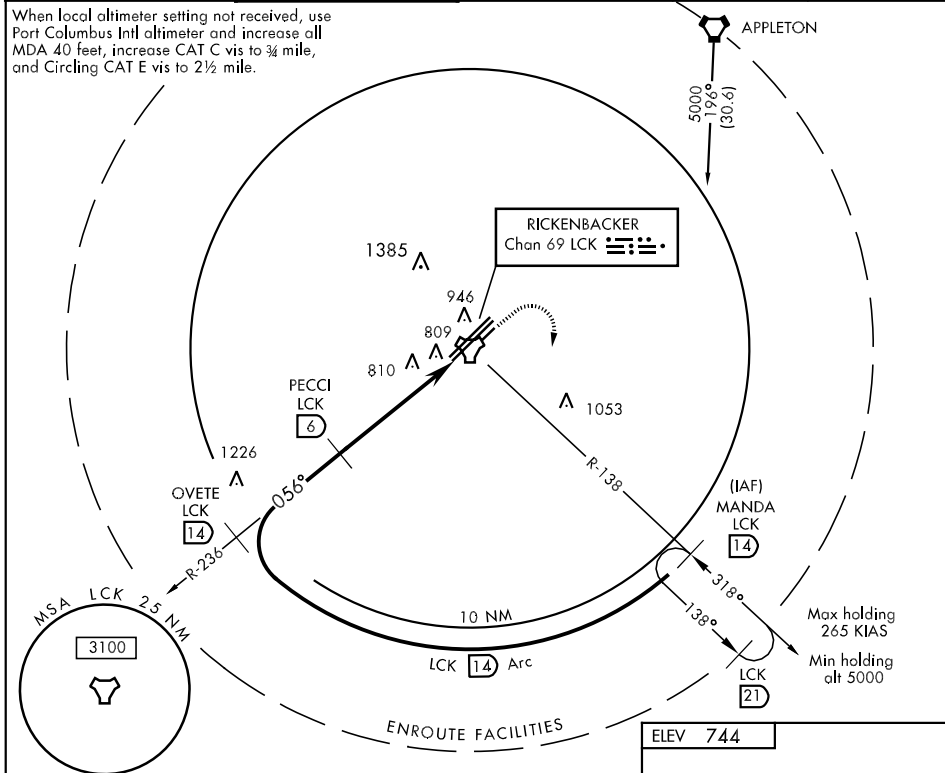
▼ When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ mile and CAT E vis to 1¾ mile.
 **Circling not authorized NW of Rwy 5L-23R.



MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via hdg 190° and via LCK R-138 to MANDA/ LCK 14.0 DME and hold, continue climb-in-hold to 5000.

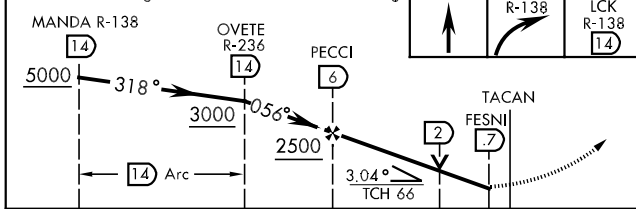
COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	AWOS-3 132.75	UNICOM 122.95
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When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase CAT C vis to ¾ mile, and Circling CAT E vis to 2½ mile.

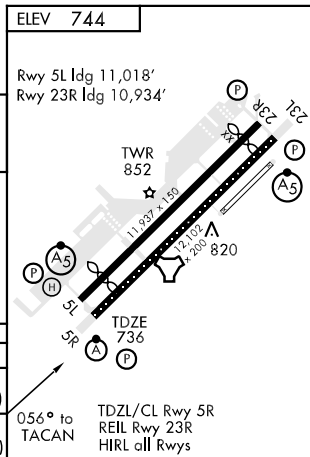


EMERG SAFE ALT 100 NM 3600

VDP NA when using Port Columbus Intl altimeter setting.



CATEGORY	A	B	C	D	E
S-5R *	1200/24 464 (500-½)		1200/40 464 (500-¾)	1200/50 464 (500-1)	1200/60 464 (500-1½)
CIRCLING**	1200-1	456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)



LCK TACAN Chan 69	APCH CRS 226°	Rwy Idg 12,102 TDZE 740 Arpt Elev 744
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AL-6846 [USAF]

COLUMBUS/ RICKENBACKER INTL (KLCK)

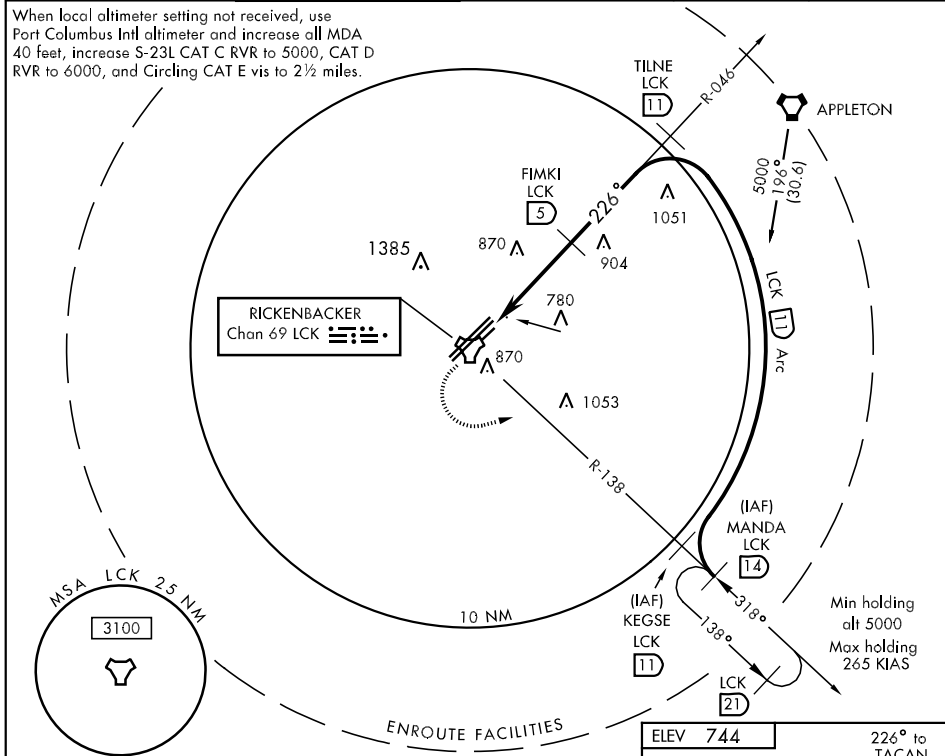
* When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
 ** Circling NA NW of Rwy 5L-23R.



MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	AWOS-3 132.75	UNICOM 122.95
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When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase S-23L CAT C RVR to 5000, CAT D RVR to 6000, and Circling CAT E vis to 2½ miles.



EMERG SAFE ALT 100 NM 3600

3000

↑

5000

hdg 080°

MANDA LCK R-138

14

VDP NA when using Port Columbus Intl altimeter setting.

CUBSO

1.3

TACAN

2000

3.7 NM

FIMKI

5

226°

3000

3000

11 Arc

318°

5000

2.99°

TCH 74

TILNE R-046

11

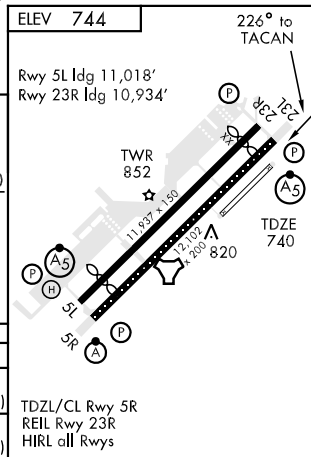
KEGSE R-138

11

MANDA R-138

14

CATEGORY	A	B	C	D	E
S-23L *	1220/24 481 (500-½)		1220/40 481 (500-¾)	1220/50 481 (500-1)	1220/60 481 (500-1¼)
CIRCLING **	1220-1 476 (500-1)		1220-1½ 476 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)



LCK TACAN Chan 69	APCH CRS 220°	Rwy Idg 10,934 TDZE 743 Arpt Elev 744
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AL-6846 [USAF]

COLUMBUS/ RICKENBACKER INTL (KLCK)

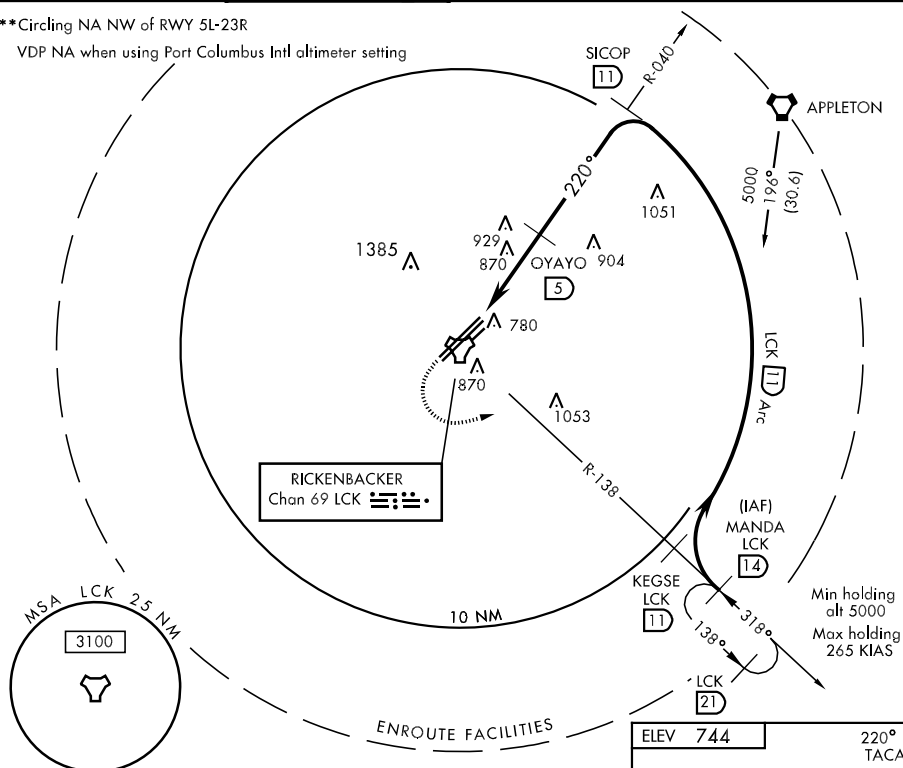
* When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase CAT E vis to 1¾ mile.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

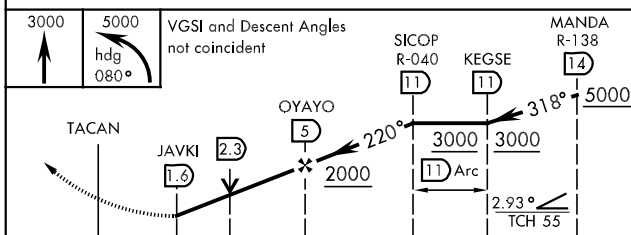
COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	AWOS-3 132.75	UNICOM 122.95
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**Circling NA NW of RWY 5L-23R

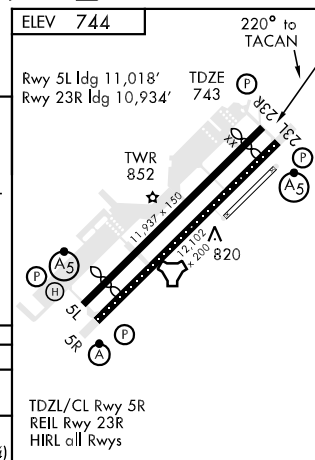
VDP NA when using Port Columbus Intl altimeter setting



EMERG SAFE ALT 100 NM 3600



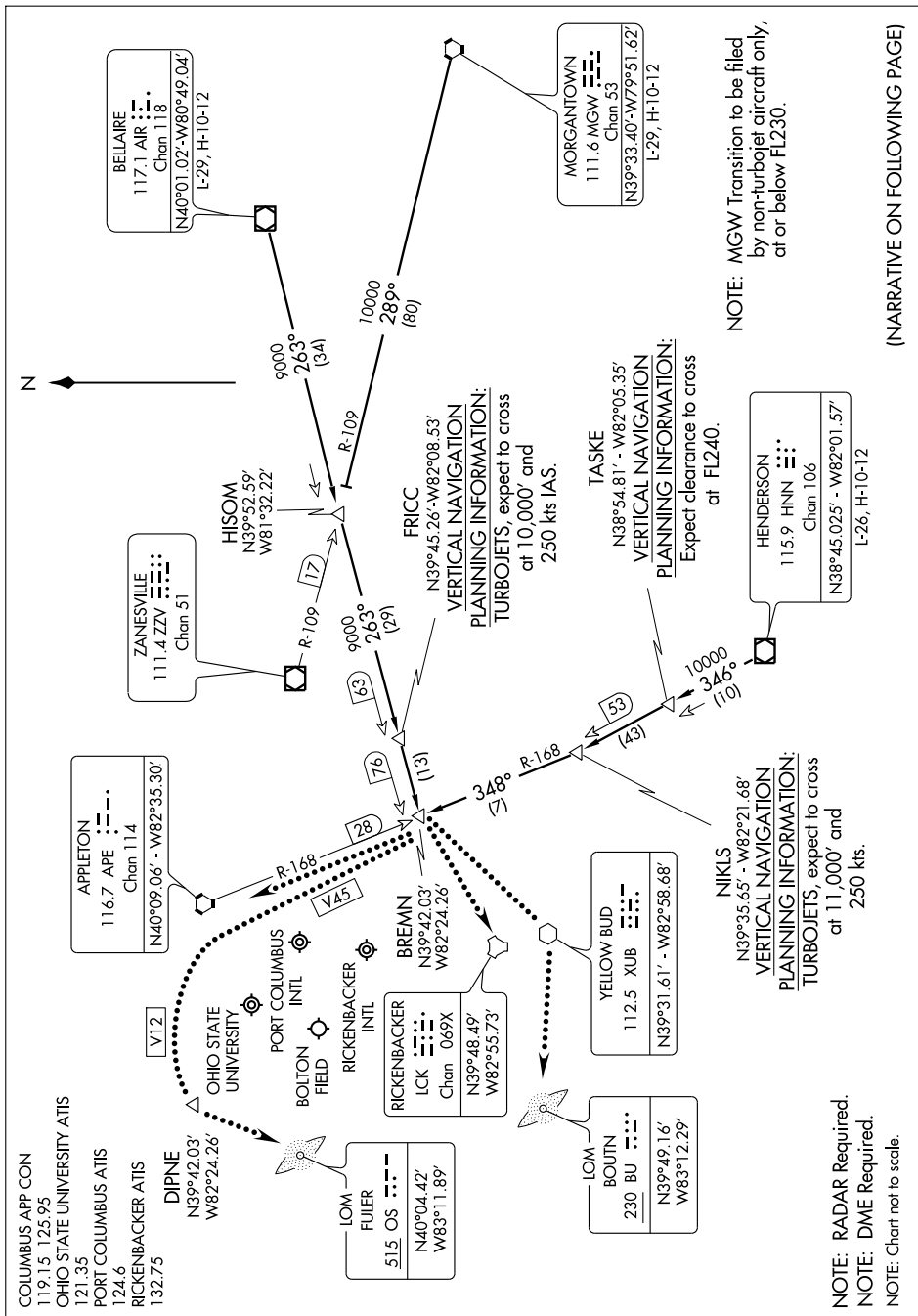
CATEGORY	A	B	C	D	E
S-23R *	1180-1 437 (500-1)		1180-1¼ 437 (500-1¼)	1180-1½ 437 (500-1½)	
CIRCLING **	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)





ST-94 (FAA)

COLUMBUS, OHIO



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .

HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .

MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

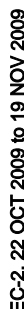
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.

LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.

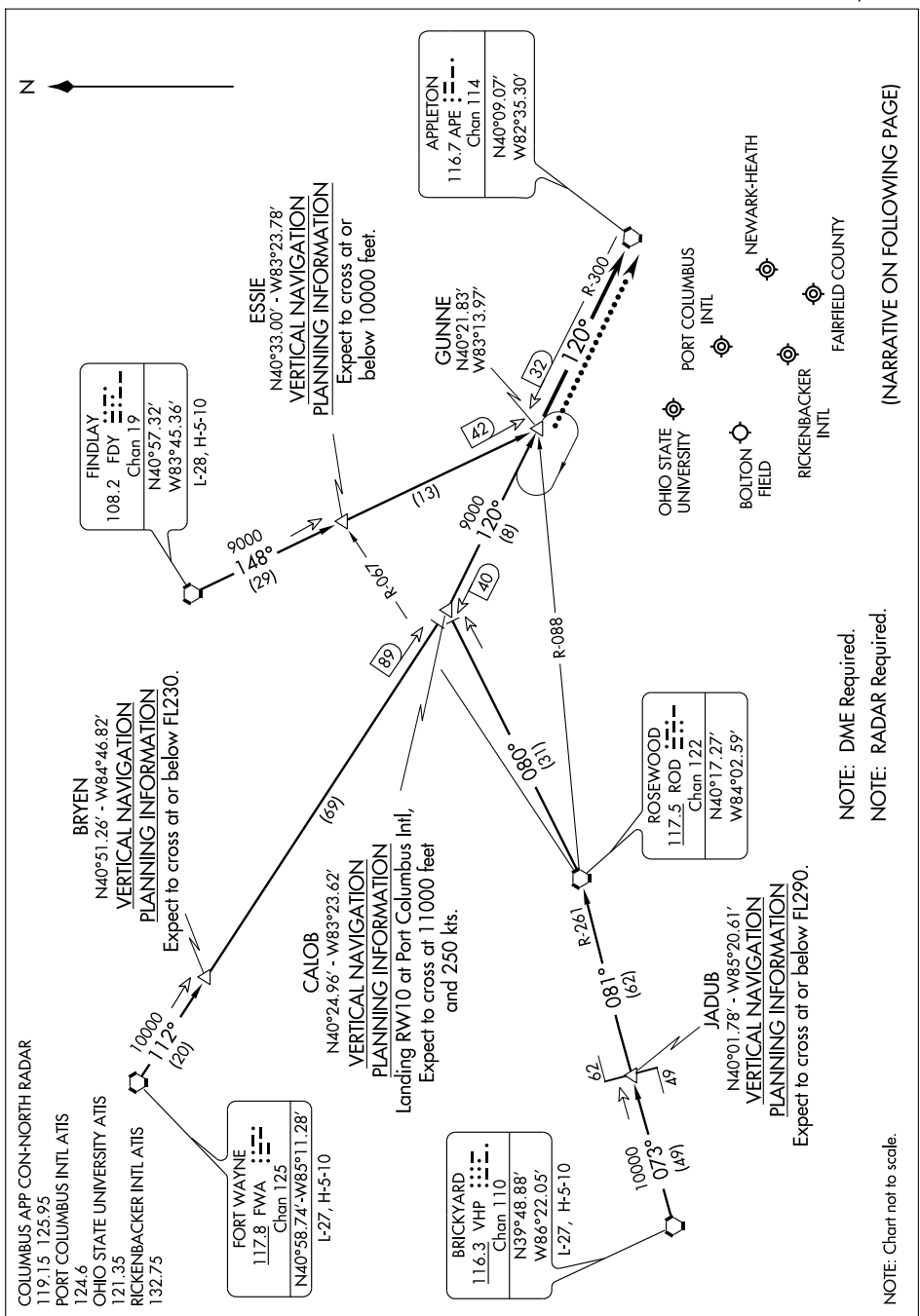
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.

LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CADWI WP and hold.

UNICOM
122.95

2000 ↑	3000 ↗	CADWI ✦		
CATEGORY	A	B	C	D
S-27L	1280-1 377 (400-1)			1280-1½ 377 (400-1½)
CIRCLING	1380-1 475 (500-1)		1380-1½ 475 (500-1½)	1460-2 555 (600-2)



ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

ELEV 905

D

1043 A

27L

27R

2994 x 100

3555 x 100

5004 x 100

0.4% UP

0.3% UP

TDZE 905

978 A

980 A

974 A

092° 5.4 NM from FAF

REIL Rwy 27L

HIRL Rwy 9R-27L

MIRL Rwys 9L-27R, 14-32 and 5-23

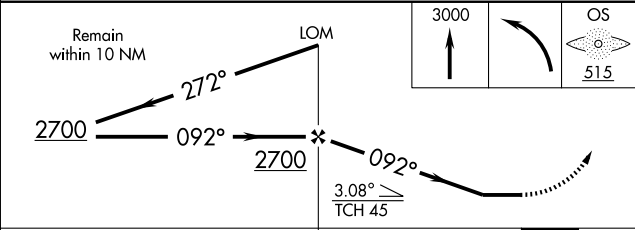
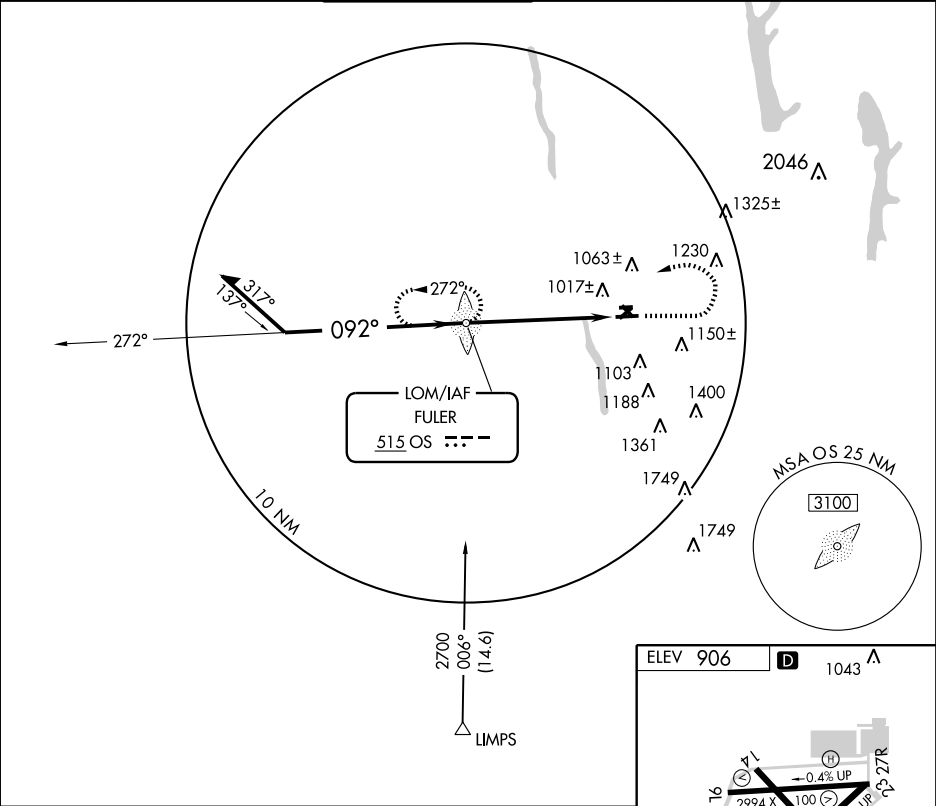
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NDB RWY 9R

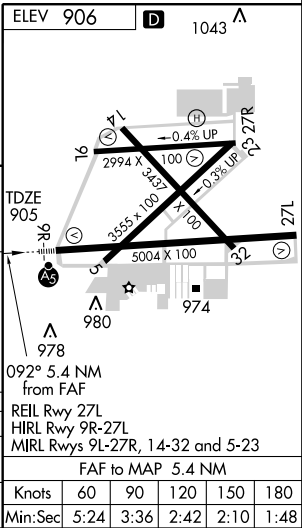
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

LOM OS 515	APP CRS 092°	Rwy Idg TDZE Apt Elev	5004 905 906
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A		MALSR 	MISSED APPROACH: Climb to 3000, then left turn direct OS LOM and hold.		
ATIS 121.35	COLUMBUS APP CON 120.2 317.775	STATE TOWER ★ 118.8 (CTAF) 258.3	GND CON 121.7	CLNC DEL 121.7	UNICOM 122.95



CATEGORY	A	B	C	D
S-9R	1400-3/4 495 (500-3/4)			1400-1 1/4 495 (500-1 1/4)
CIRCLING	1400-1 495 (500-1)		1400-1 1/2 495 (500-1 1/2)	1460-2 555 (600-2)



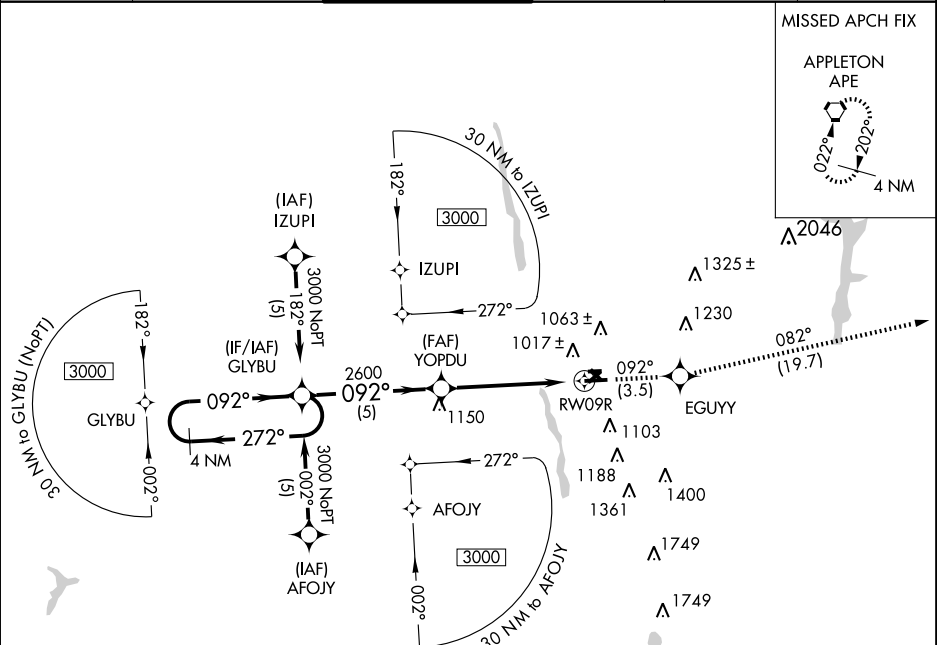
APP CRS	Rwy Idg	5004
092°	TDZE	905
	Apt Elev	905

RNAV (GPS) RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

NA	DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).	MALSR	MISSED APPROACH: Climb to 3000 via course 092° to EGUYY WP, then left turn via 082° course to APE VORTAC and hold.
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ATIS 121.35	COLUMBUS APP CON 120.2 317.775	STATE TOWER ★ 118.8 (CTAF) 258.3	GND CON 121.7	CLNC DEL 121.7	UNICOM 122.95
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4 NM Holding Pattern				GLYBU	3000	EGUYY	APE
3000				YOPDU	*1.4 NM to RWY09R	RWY09R	
GS 3.00° TCH 50				2600	*LNAV only		
VGSI and descent angle not coincident.				5 NM	3.7 NM	1.4	
CATEGORY	A	B	C	D			
LNAV/ VNAV	DA 1280-¾ 375 (400-¾)						
LNAV MDA	1400-½ 495 (500-½)		1400-¾ 495 (500-¾)		1400-1 495 (500-1)		
CIRCLING	1400-1¼ 495 (500-1¼)		1400-1½ 495 (500-1½)		1460-2 555 (600-2)		

ELEV 905

D

1043

76

2994 X 345

3555 X 100

5004 X 100

974

978

980

27L

27R

092° to RWY09R

092°

TDZE 905

AS

0.4% UP

0.3% UP

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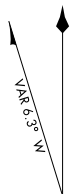
AIRPORT DIAGRAM

AL-5958 (FAA)

COLUMBUS/BOLTON FIELD (TZR)
COLUMBUS, OHIO

AWOS-3
135.925
BOLTON TOWER ★
128.1
GND CON
121.8

39°54.5'N



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

39°54.0'N

RWY 4-22
S48, D75, ST95, DT150

ELEV
902

TERMINAL

TWR
972

FIELD
ELEV
905

1027
▲

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

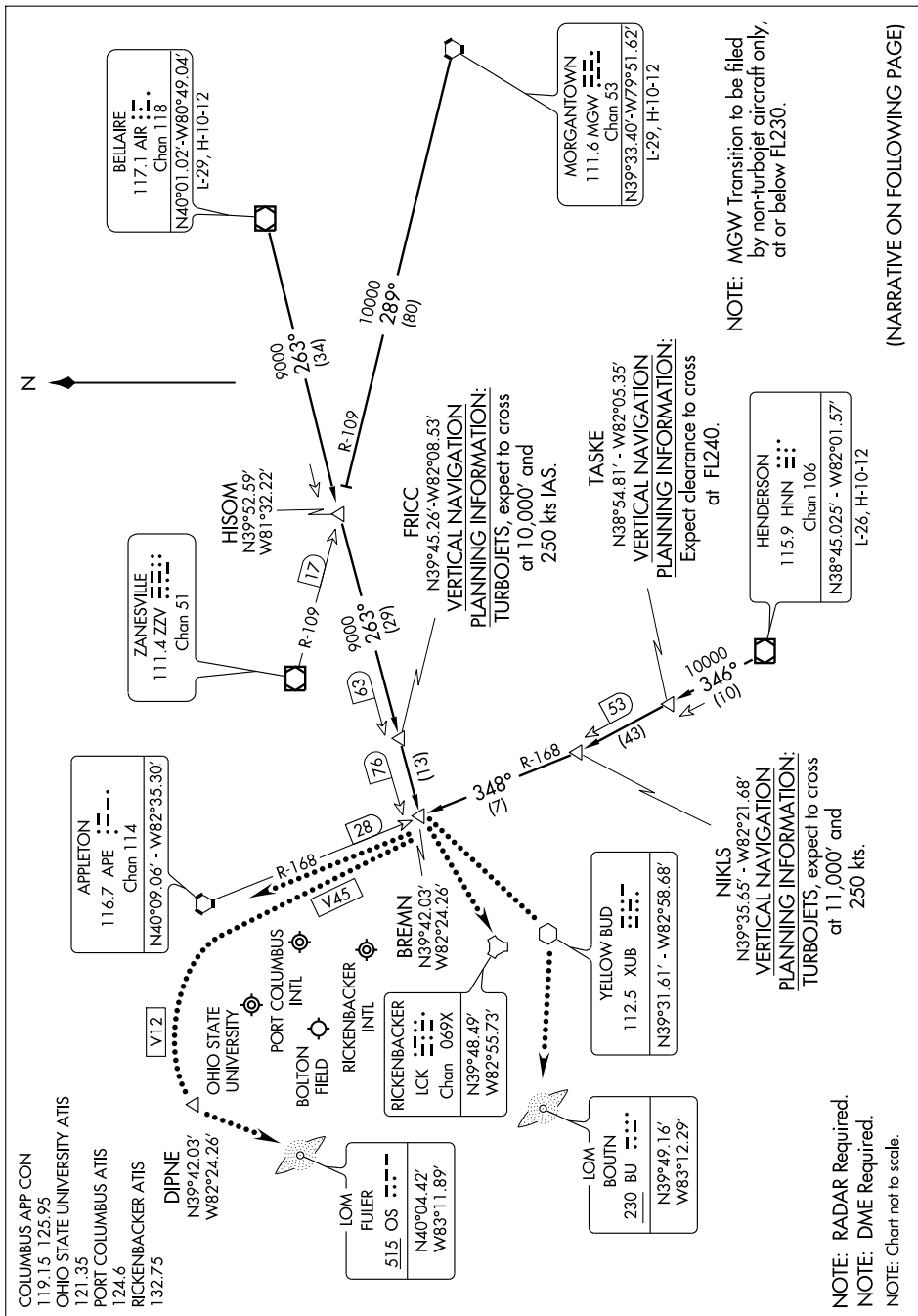
39°53.5'N

83°08.5'W

83°08.0'W

ST-94 (FAA)

COLUMBUS, OHIO



ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREM3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .

HENDERSON TRANSITION (HNN.BREM3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .

MORGANTOWN TRANSITION (MGW.BREM3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

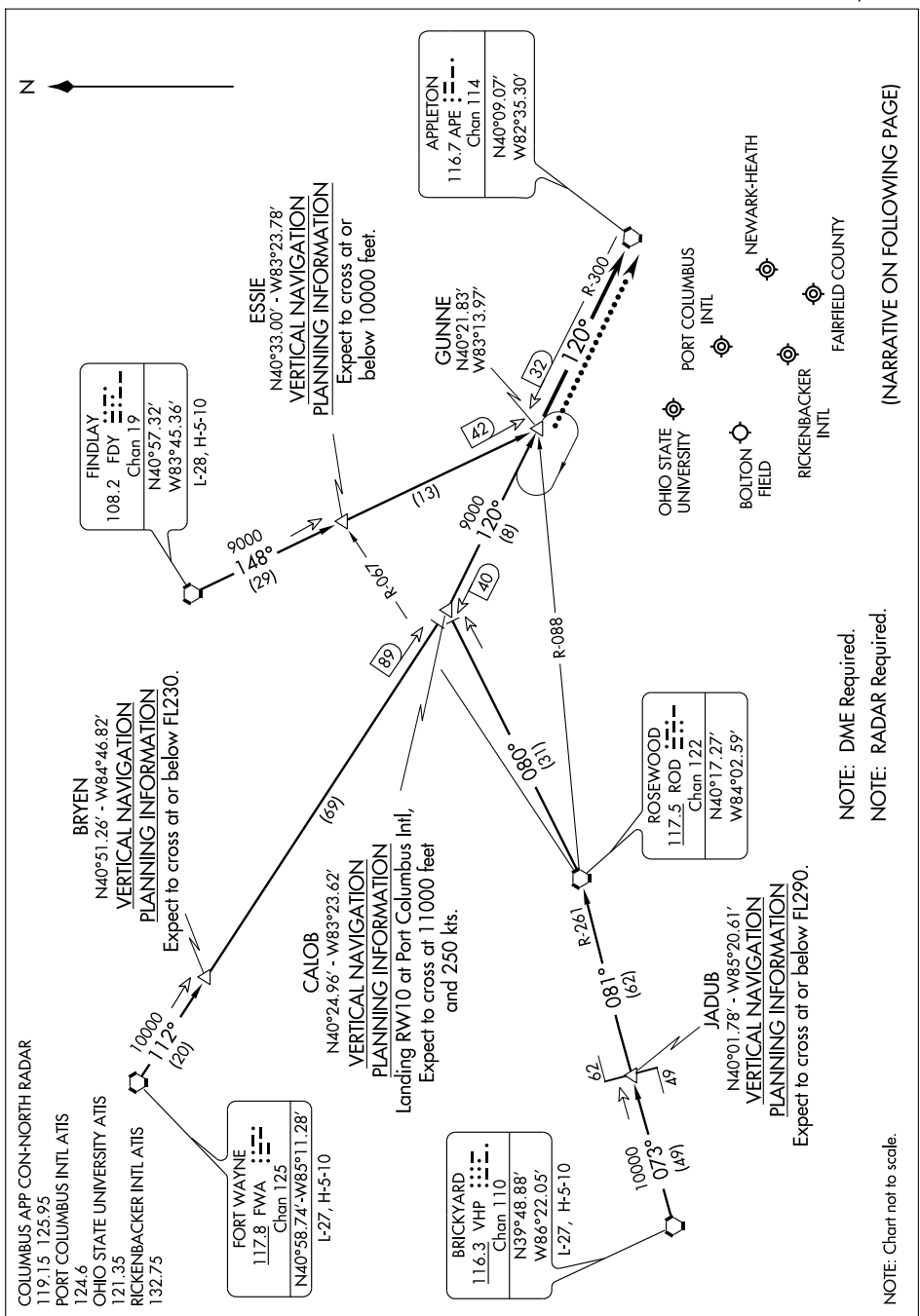
LOST COMMUNICATION PROCEDURE:

LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.

LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.

LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.

LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.



ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

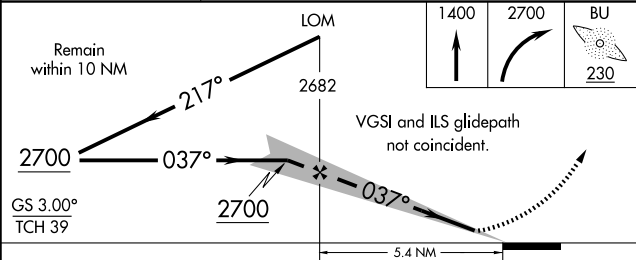
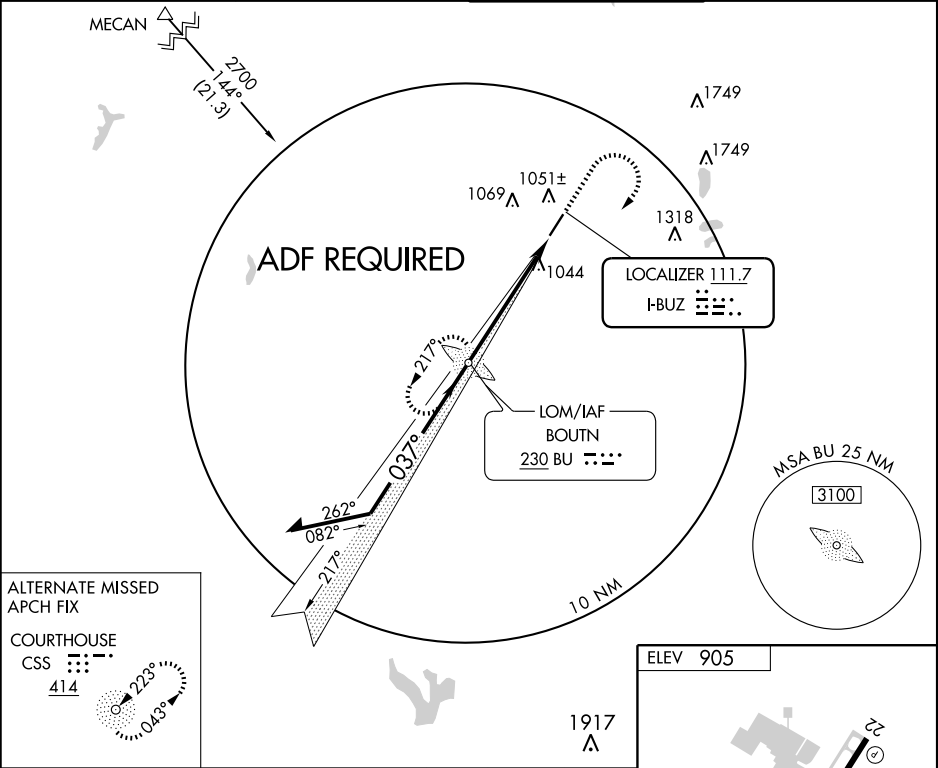
For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

LOC I-BUZ 111.7	APP CRS 037°	Rwy Idg TDZE Apt Elev	5500 905 905
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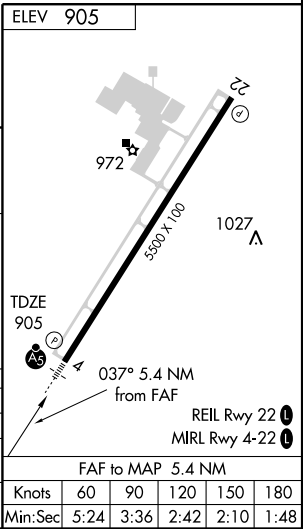
ILS or LOC RWY 4
COLUMBUS/BOLTON FIELD (TZR)

 ADF Required. When local altimeter setting not received use Port Columbus altimeter setting and increase DA to 1147 and all MDA 60 feet.	 MALSR	MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.
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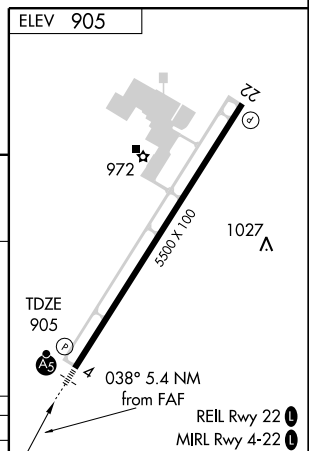
AWOS-3 135.925	COLUMBUS APP CON 132.3 279.6	BOLTON TOWER ★ 128.1 (CTAF) 	GND CON 121.8
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CATEGORY	A	B	C	D
S-ILS 4	1105-½ 200 (200-½)			
S-LOC 4	1340-½ 435 (500-½)	1340-¾ 435 (500-¾)	1340-1 435 (500-1)	
CIRCLING	1420-1 515 (600-1)	1420-1½ 515 (600-1½)	1460-2 555 (600-2)	



MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.



					5.4 NM				from FAF REIL Rwy 22 MRL Rwy 4-22	
CATEGORY	A	B	C	D						
S-4	1400- $\frac{3}{4}$ 495 (500- $\frac{3}{4}$)				1400-1 $\frac{1}{4}$ 495 (500-1 $\frac{1}{4}$)		FAF to MAP 5.4 NM			
CIRCLING	1420-1	515 (600-1)	1420-1 $\frac{1}{2}$ 515 (600-1 $\frac{1}{2}$)	1460-2 555 (600-2)	Knots	60	90	120	150	180
					Min:Sec	5:24	3:36	2:42	2:10	1:48

WAAS CH 90505 W04A	APP CRS 037°	Rwy Idg 5500 TDZE 905 Apt Elev 905
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RNAV (GPS) RWY 4
COLUMBUS/BOLTON FIELD (TZR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile Cats A/B/C, LNAV Cat C/D ½ mile. Baro-VNAV and VDP NA when using Port Columbus altimeter setting. For inoperative MALS/R increase LNAV/VNAV Cat D visibility to 1.

MALSR



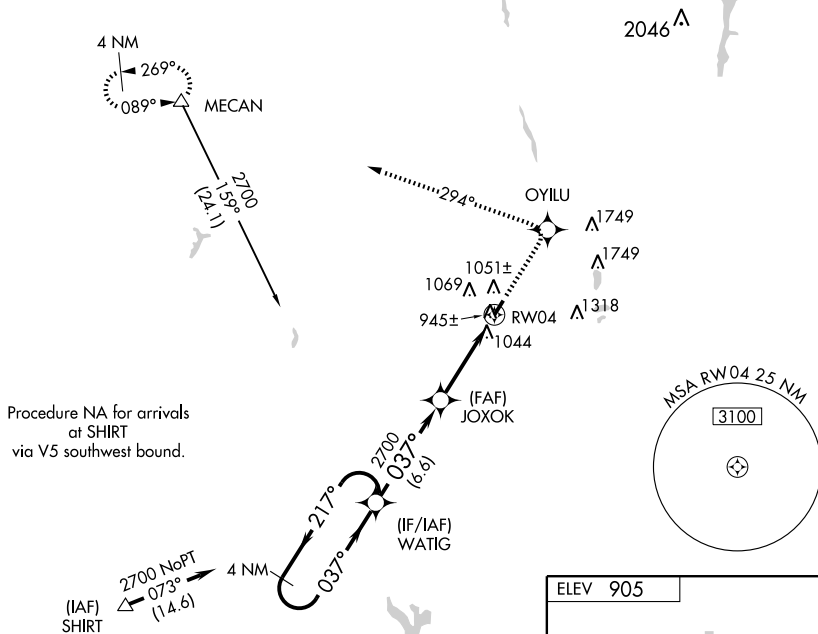
MISSED APPROACH:
Climb to 3000 direct
OYILU and left turn
via 294° track to
MECAN and hold.

AWOS-3
135.925

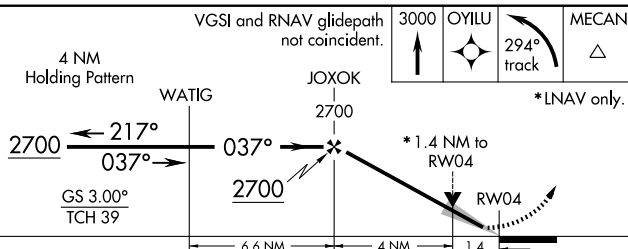
COLUMBUS APP CON
132.3 279.6

BOLTON TOWER ★
128.1 (CTAF) ①

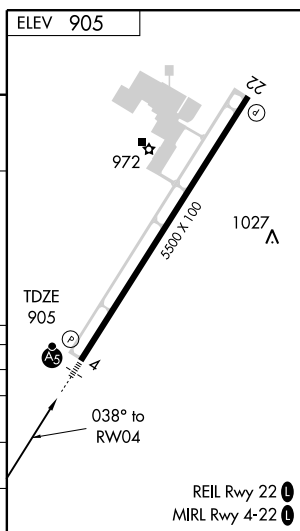
GND CON
121.8



EC-2, 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
LPV DA	1105- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
LNAV/ VNAV DA	1195- $\frac{1}{2}$ 290 (300- $\frac{1}{2}$)			1195- $\frac{3}{4}$ 290 (300- $\frac{3}{4}$)
LNAV MDA	1360- $\frac{1}{2}$ 455 (500- $\frac{1}{2}$)	1360- $\frac{3}{4}$ 455 (500- $\frac{3}{4}$)		1360-1 455 (500-1)
CIRCLING	1420-1 515 (600-1)	1420-1 $\frac{1}{2}$ 515 (600- $\frac{1}{2}$)		1460-2 555 (600-2)



▼

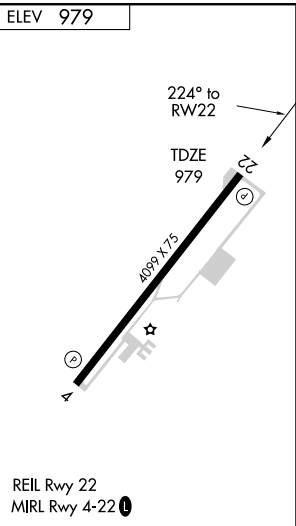
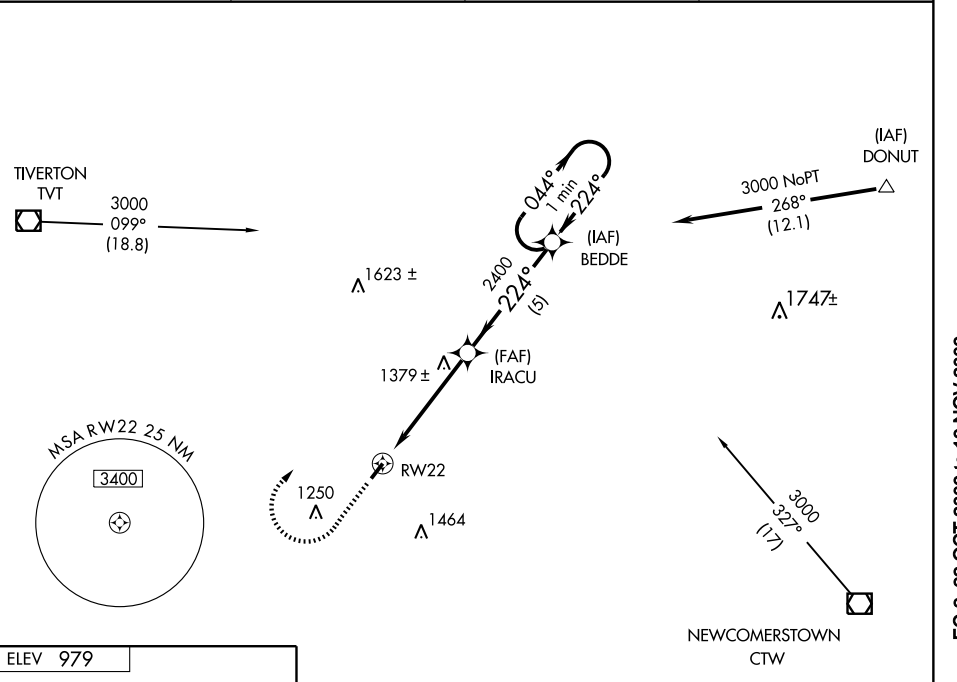
▲

NA

Obtain local altimeter setting on CTAF; when not received, use Zanesville altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BEDDE WP and hold.

AWOS-3 118.875	INDIANAPOLIS CENTER 124.45 370.9	UNICOM 123.0 (CTAF)	122.9 0
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<div>2000 3000 BEDDE</div> <div>IRACU</div> <div>BEDDE One Minute Holding Pattern</div> <div>044° 3000</div> <div>224° 2400</div> <div>5 NM 5 NM</div>				
CATEGORY	A	B	C	D
S-22	1640-1	661 (700-1)	1640-1 3/4 661 (700-1 3/4)	1640-2 661 (700-2)
CIRCLING	1640-1	661 (700-1)	1640-1 3/4 661 (700-1 3/4)	1820-2 3/4 841 (900-2 3/4)
ZANESVILLE ALTIMETER SETTING MINIMUMS				
S-22	1700-1	721 (800-1)	1700-2 721 (800-2)	1700-2 1/4 721 (800-2 1/4)
CIRCLING	1700-1	721 (800-1)	1700-2 721 (800-2)	1880-3 901 (1000-3)

VOR or GPS-A

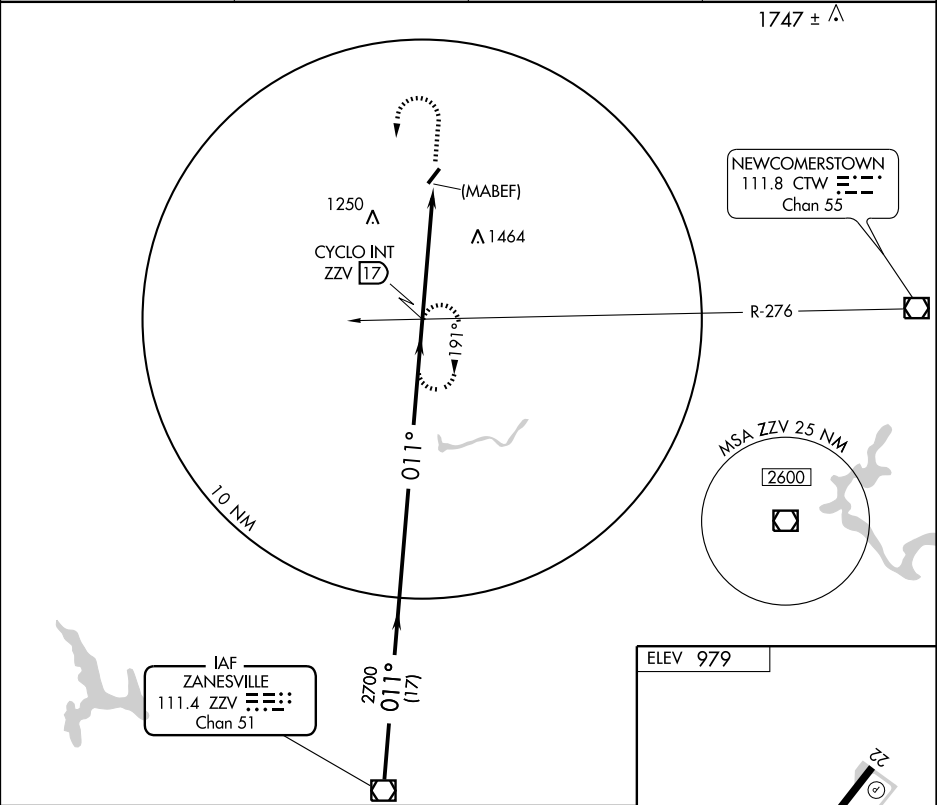
COSHOCTON/ RICHARD DOWNING (I40)

VOR/DME ZZV 111.4 Chan 51	APP CRS 011°	Rwy Idg TDZE Apt Elev	N/A N/A 979
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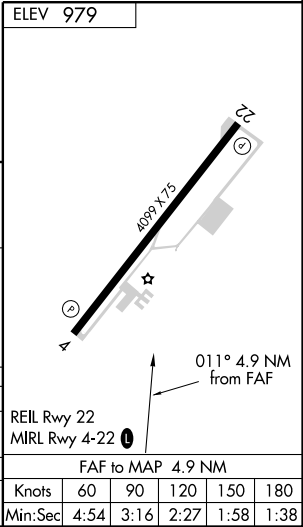
Obtain local altimeter setting on CTAF; when not recieved, use Zanesville altimeter setting.

MISSED APPROACH: Climb to 2700 then left turn via ZZV R-011 to CYCLO Int and hold.

AWOS-3 118.875	INDIANAPOLIS CENTER 124.45 370.9	UNICOM 123.0 (CTAF)	122.9 0
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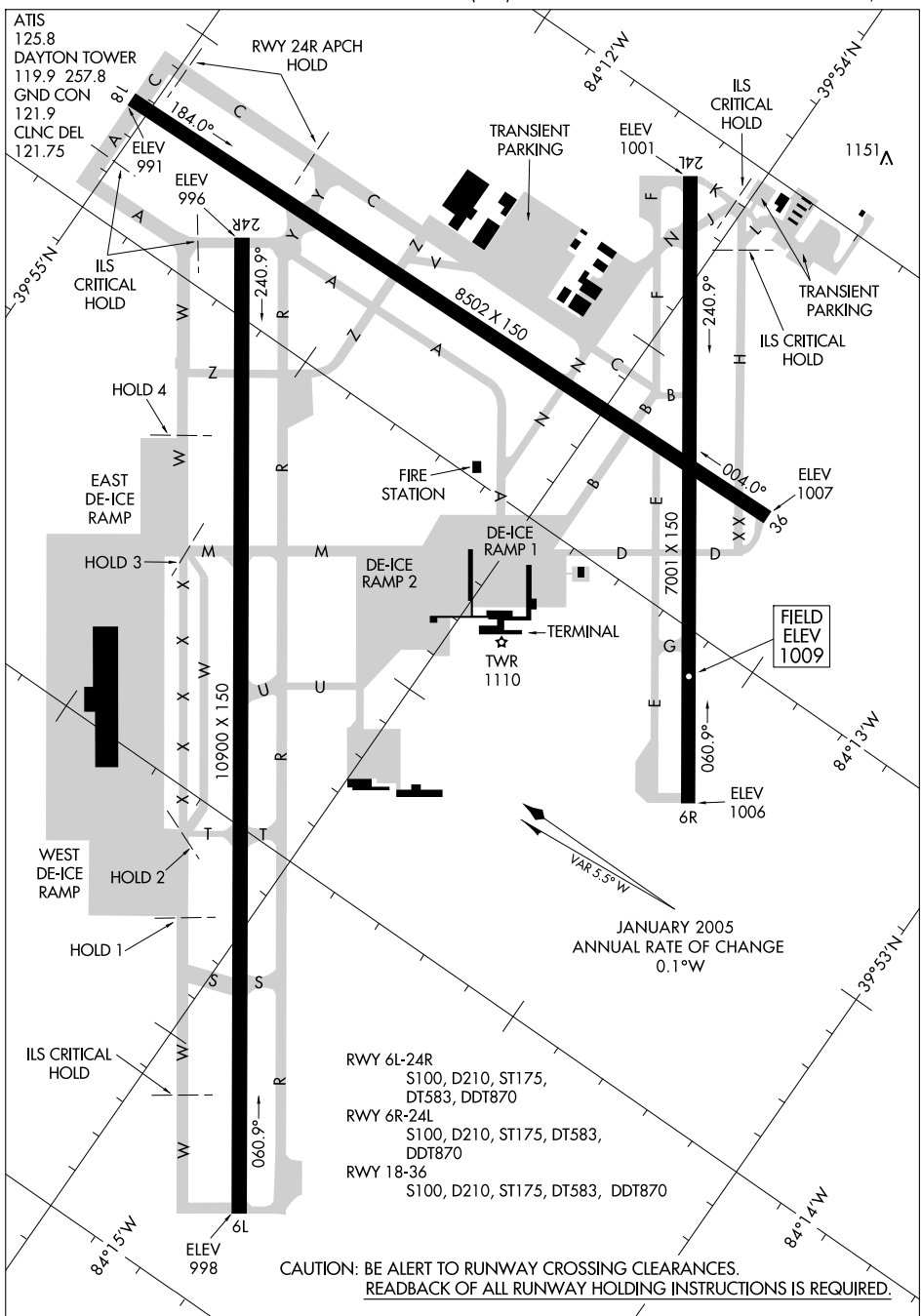
VOR/DME	CYCLO INT ZZV 17			
Procedure Turn N/A	2700			
2700	011°			
17 NM		4.9 NM		
CATEGORY	A	B	C	D
CIRCLING	1720-1 741 (800-1)	1720-1¼ 741 (800-1¼)	1720-2¼ 741 (800-2¼)	1720-2½ 741 (800-2½)
ZANESVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1780-1 801 (900-1)	1780-1¼ 801 (900-1¼)	1780-2¼ 801 (900-2¼)	1780-2½ 801 (900-2½)



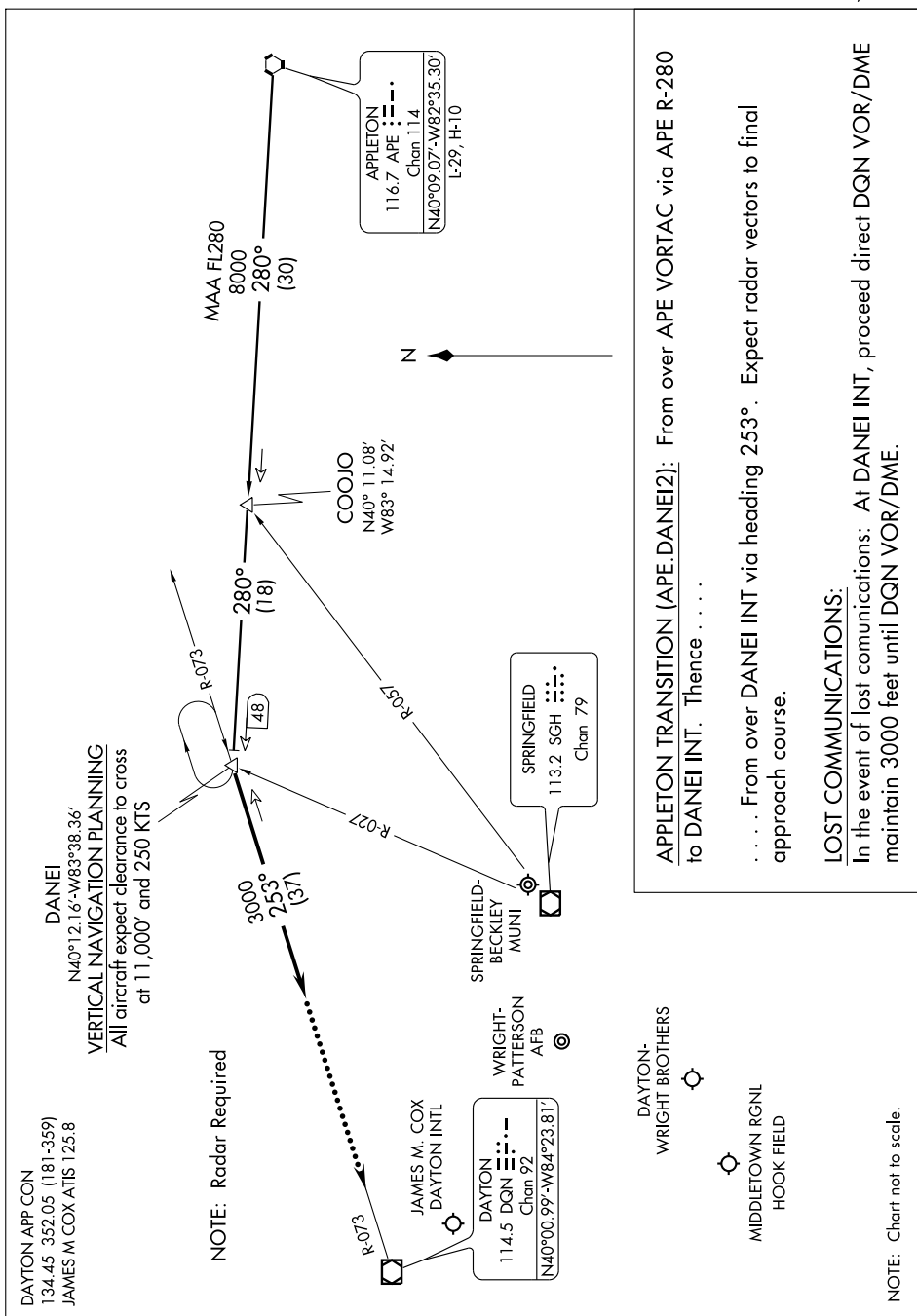
AIRPORT DIAGRAM

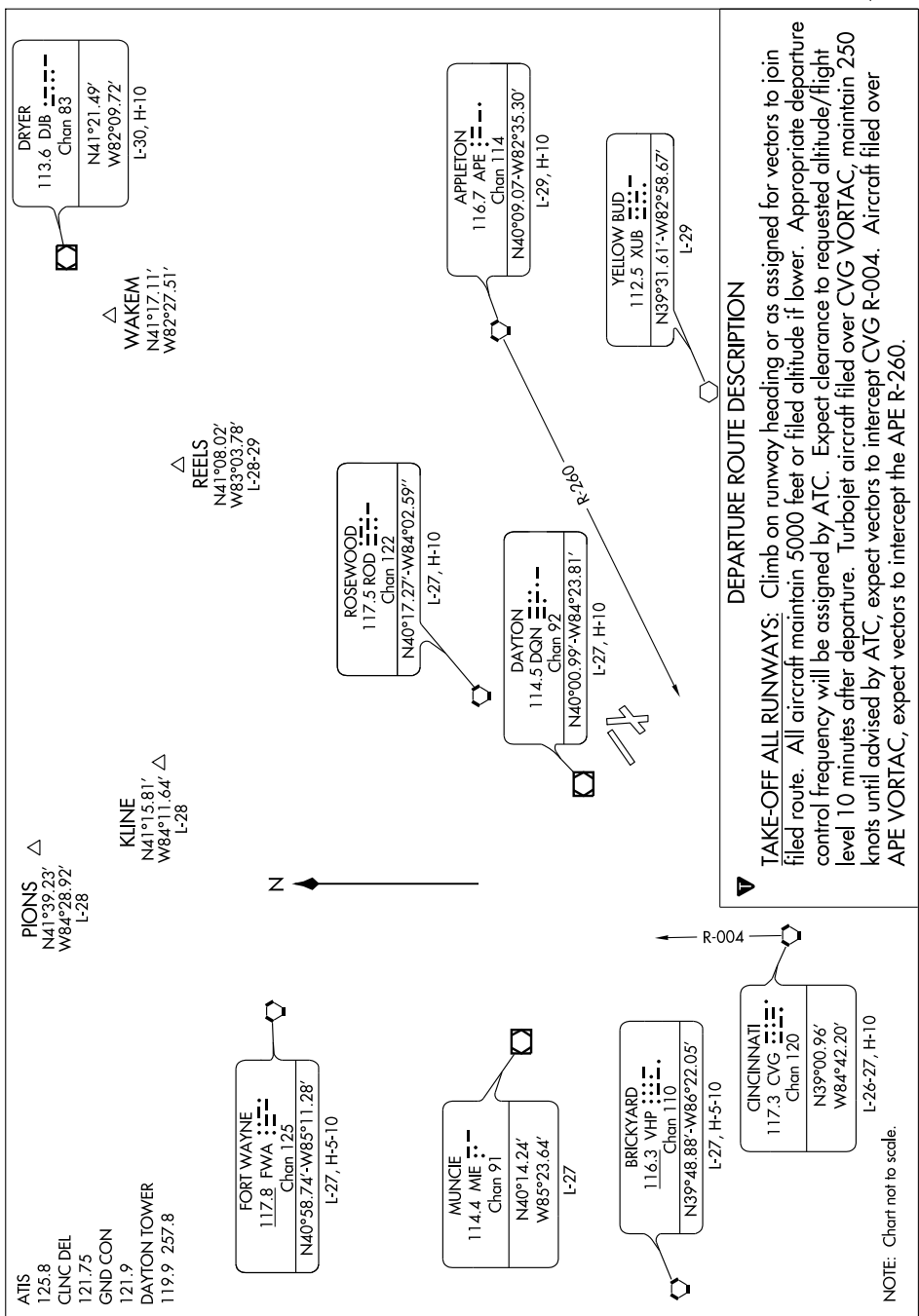
AL-107 (FAA)

DAYTON / JAMES M. COX-DAYTON INTL (DAY)
DAYTON, OHIO

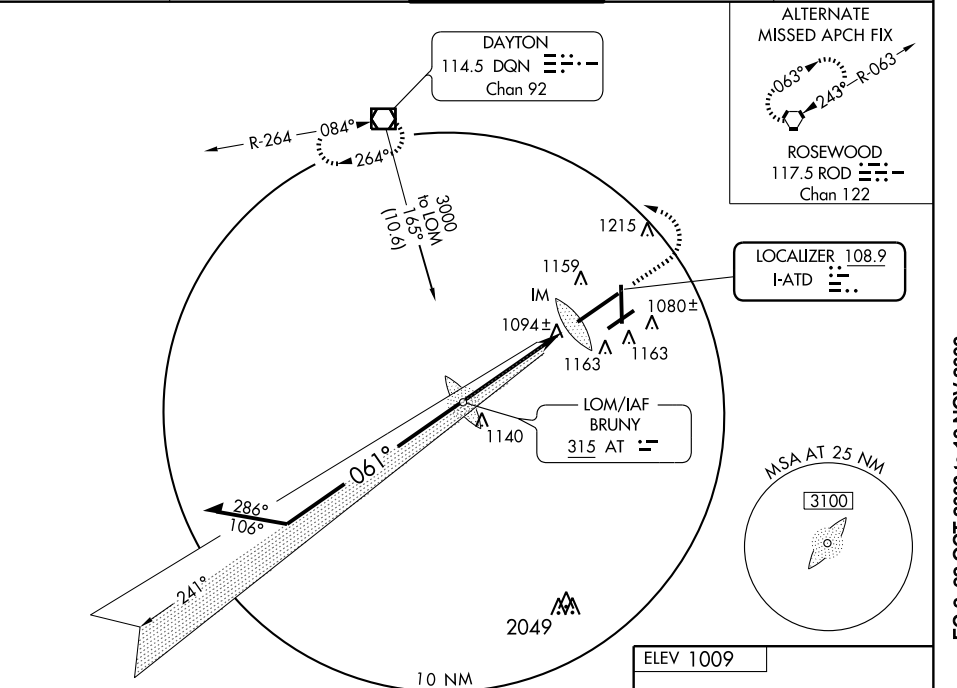


EC-2, 22 OCT 2009 to 19 NOV 2009

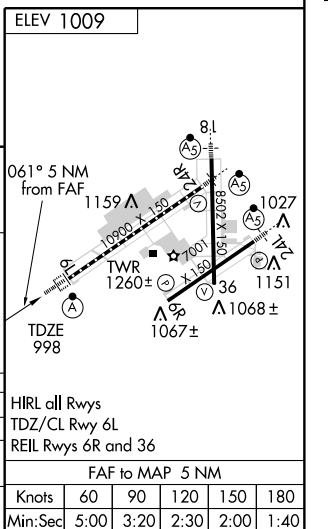
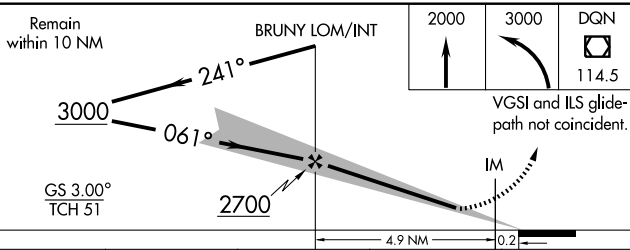




ASR		ALSF-2	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.	
ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75



ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	1198/18 200 (200-½)			
S-LOC 6L	1380/24 382 (400-½)			1380/40 382 (400-¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-½)	1560-2 551 (600-2)

HIRL all Rwy's					
TDZ/CL Rwy 6L					
REIL Rwy's 6R and 36					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC 1-DAY <u>108.3</u>	APP CRS 183°	Rwy Idg 8502 TDZE 995 Apt Elev 1009
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ILS or LOC RWY 18

DAYTON/JAMES M. COX DAYTON INTL (DAY)

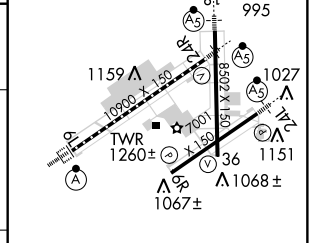
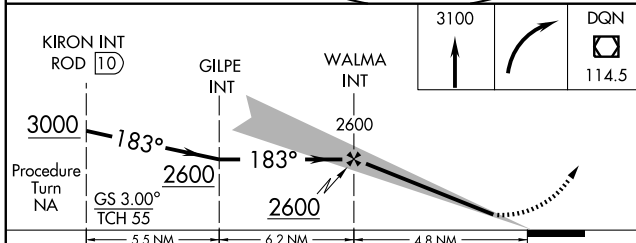
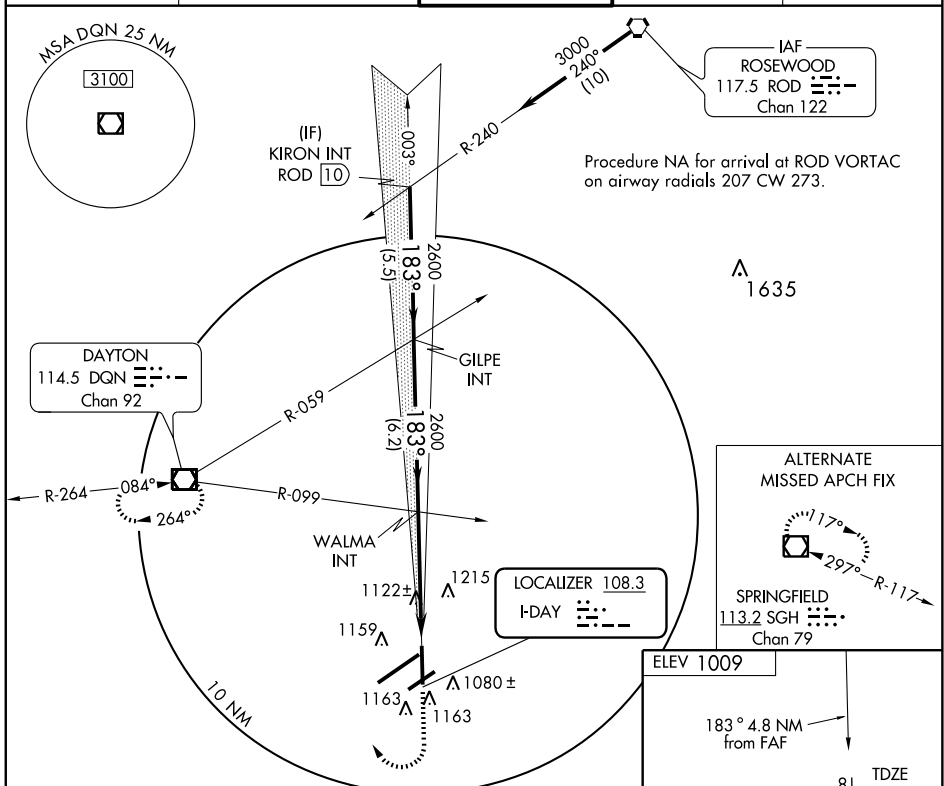


* RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 3100 then right turn direct DQN VOR/DME and hold.

ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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CATEGORY	A	B	C	D	HIRL all Rwy					
S-ILS 18	*1195/24 200 (200-½)				TDZ/CL Rwy 6L					
S-LOC 18	1380/24 385 (400-½)			1380/40 385 (400-¾)		REIL Rwy 6R and 36				
					FAF to MAP 4.8 NM					
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-EGK <u>110.3</u>	APP CRS 239°	Rwy Idg TDZE Apt Elev	7001 1006 1009
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ILS or LOC RWY 24L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

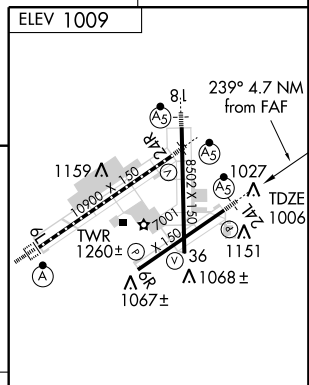
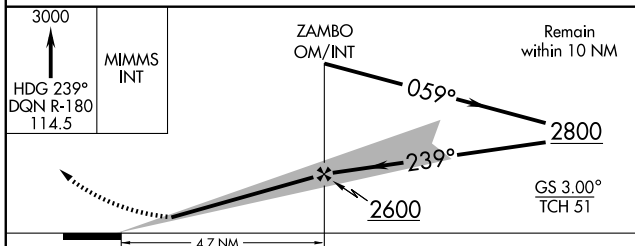
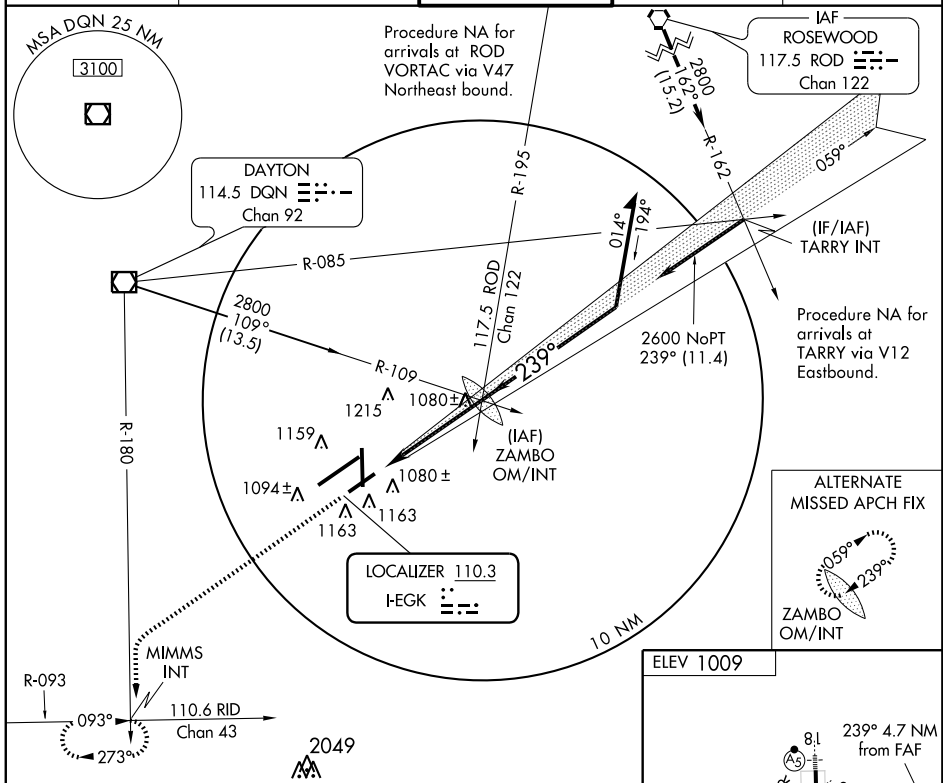
ASR

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via heading 239° and DQN VOR/DME R-180 to MIMMS Int and hold.

ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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CATEGORY	A	B	C	D
S-ILS 24L	* 1206/24 200 (200-½)			
S-LOC 24L	1500/24	494 (500-½)	1500/40 494 (500-¾)	1500/50 494 (500-1)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.7 NM

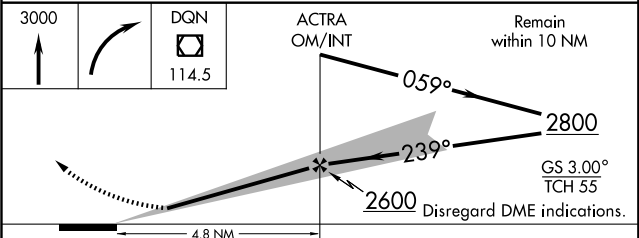
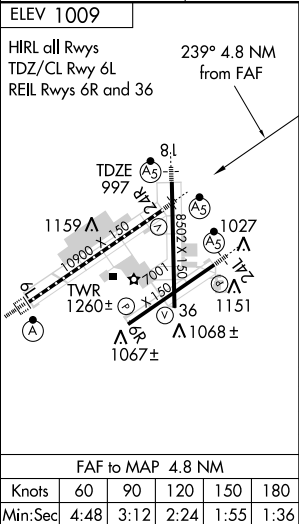
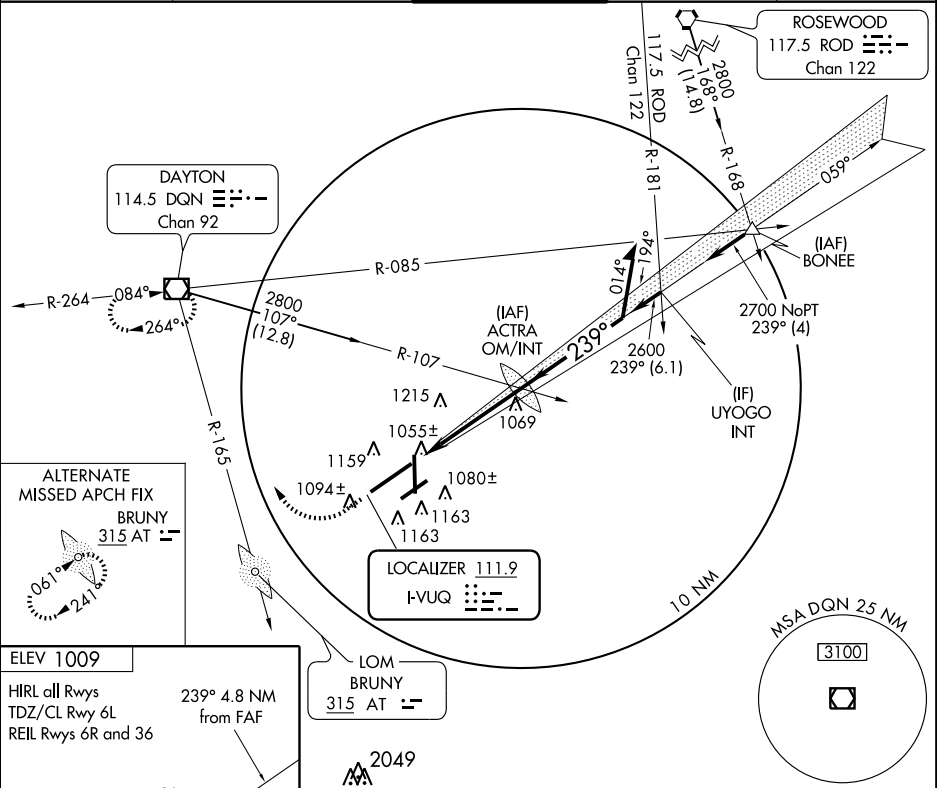
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

LOC I-VUQ 111.9	APP CRS 239°	Rwy Idg 10900 TDZE 997 Apt Elev 1009
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ILS or LOC RWY 24R
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR	*RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR	MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.
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ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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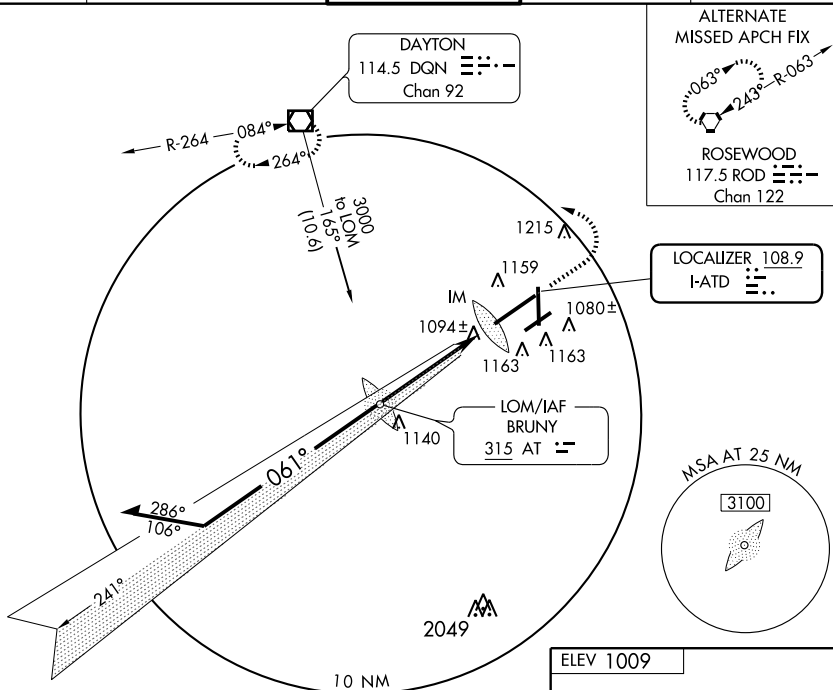
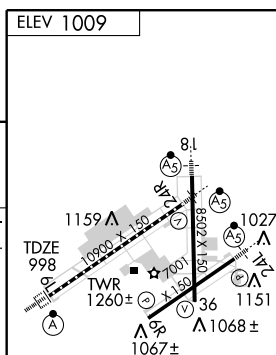
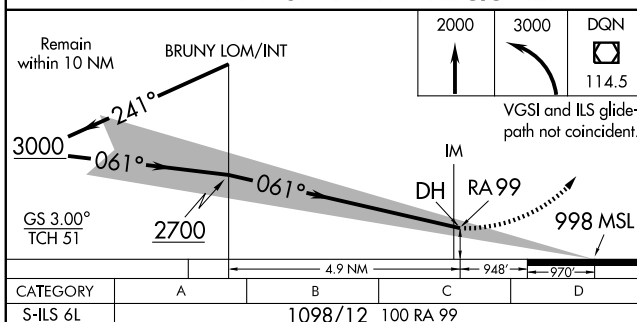
CATEGORY	A	B	C	D
S-ILS 24R		*1197/24	200 (200-½)	
S-LOC 24R	1400/24	403 (400-½)	1400/40	403 (400-¾)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

LOC I-ATD 108.9	APP CRS 061°	Rwy Idg 10900 TDZE 998 Apt Elev 1009
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ILS RWY 6L (CAT II)

DAYTON/JAMES M. COX DAYTON INTL (DAY)

 ASR		ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.	
ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75

**ADF or RADAR REQUIRED**



**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

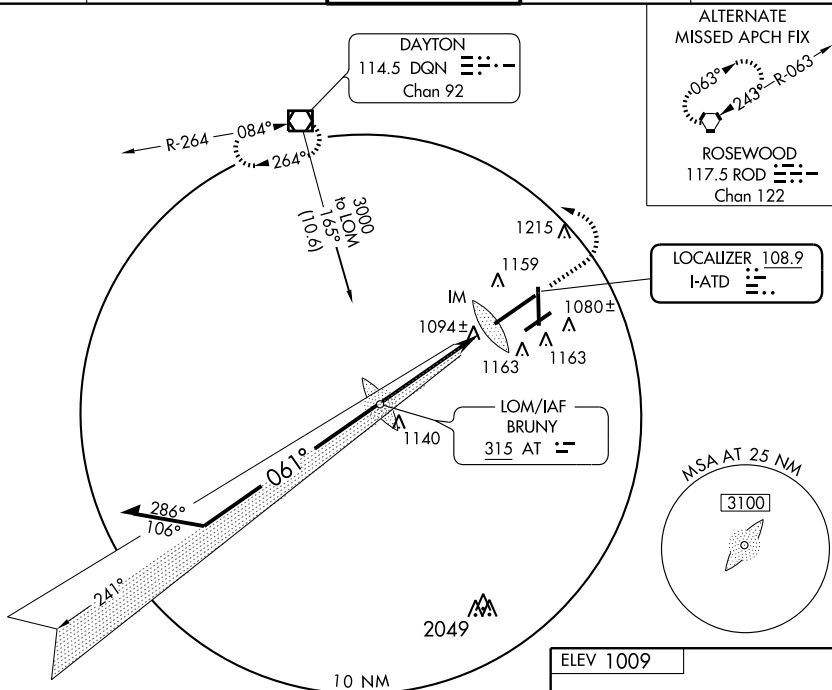
HIRL all Rwy
TDZ/CL Rwy 6L
REIL Rwy 6R and 36

LOC I-ATD 108.9	APP CRS 061°	Rwy Idg 10900 TDZE 998 Apt Elev 1009
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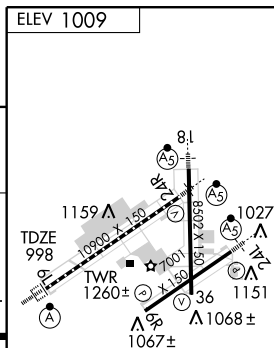
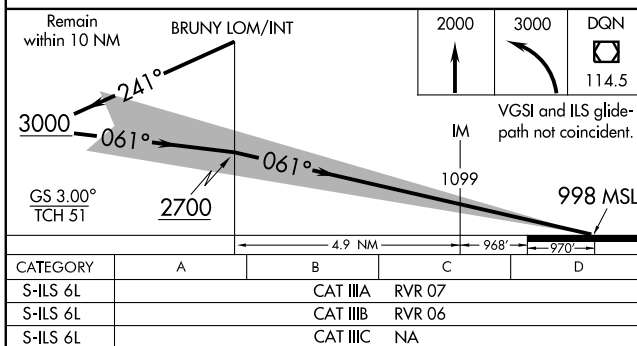
ILS RWY 6L (CAT III)

DAYTON/JAMES M. COX DAYTON INTL (DAY)

 ASR		ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.	
ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75



ADF or RADAR REQUIRED



**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

KEKEE THREE ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

DAYTON ATIS
125.8
DAYTON APP CON
118.85 127.225 327.1 (091°-180°)

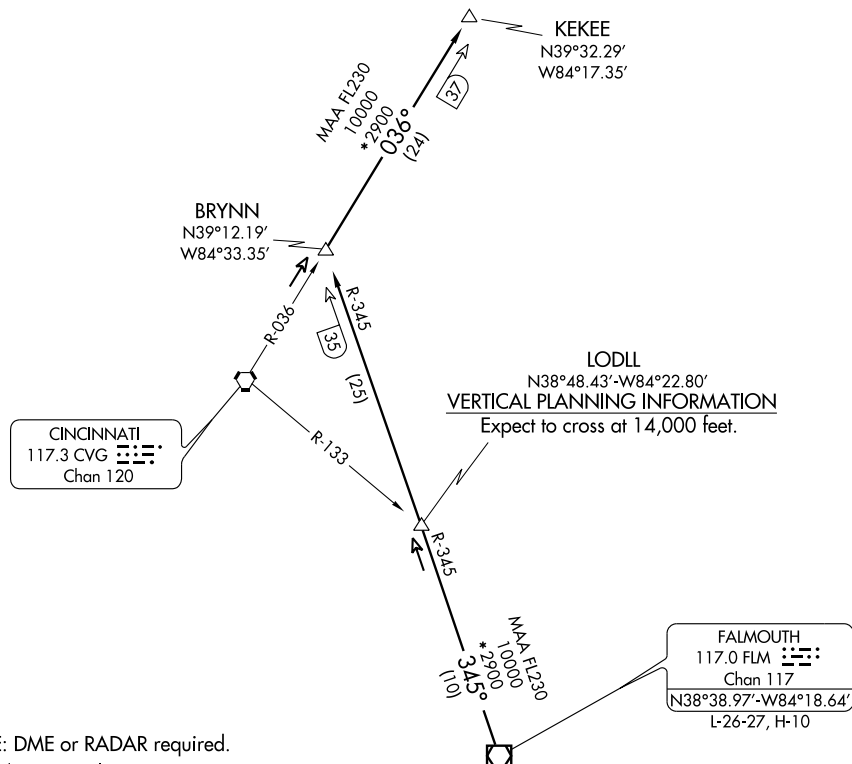
DAYTON
114.5 DQN
Chan 92

JAMES M. COX
DAYTON INTL

WRIGHT-PATTERSON
AFB

SPRINGFIELD-BECKLEY
MUNI

SPRINGFIELD
113.2 SGH
Chan 79



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . .

. . . From over KEKEE INT: Expect radar vectors to join final approach course.

NDB RWY 6R

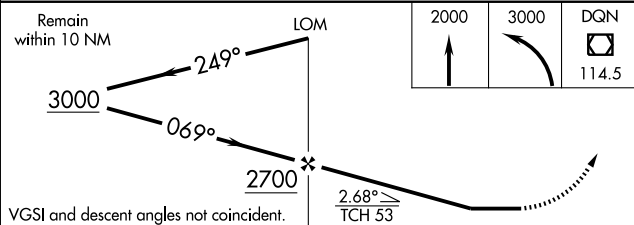
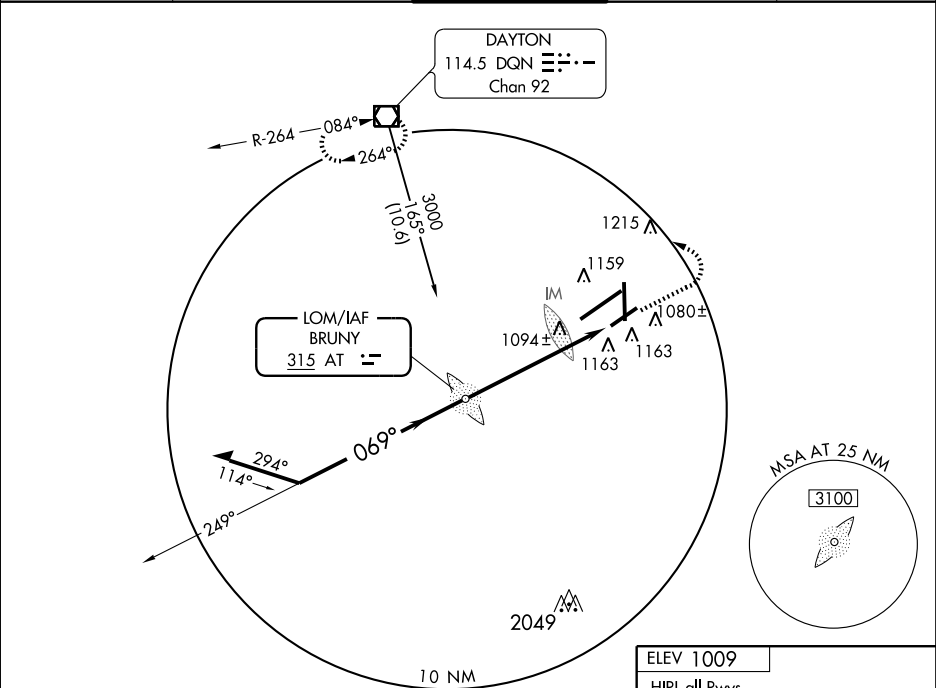
DAYTON/JAMES M. COX DAYTON INTL (DAY)

LOM AT	APP CRS	Rwy Idg	7001
<u>315</u>	069°	TDZE	1007
		Apt Elev	1009

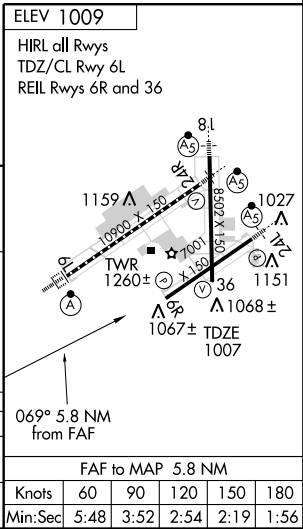
ASR Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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CATEGORY	A	B	C	D
S-6R	1540-1 533 (600-1)		1540-1½ 533 (600-1½)	1540-1¾ 533 (600-1¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)



WAAS CH 42913 W06A	APP CRS 059°	Rwy Idg 10900 TDZE 998 Apt Elev 1009
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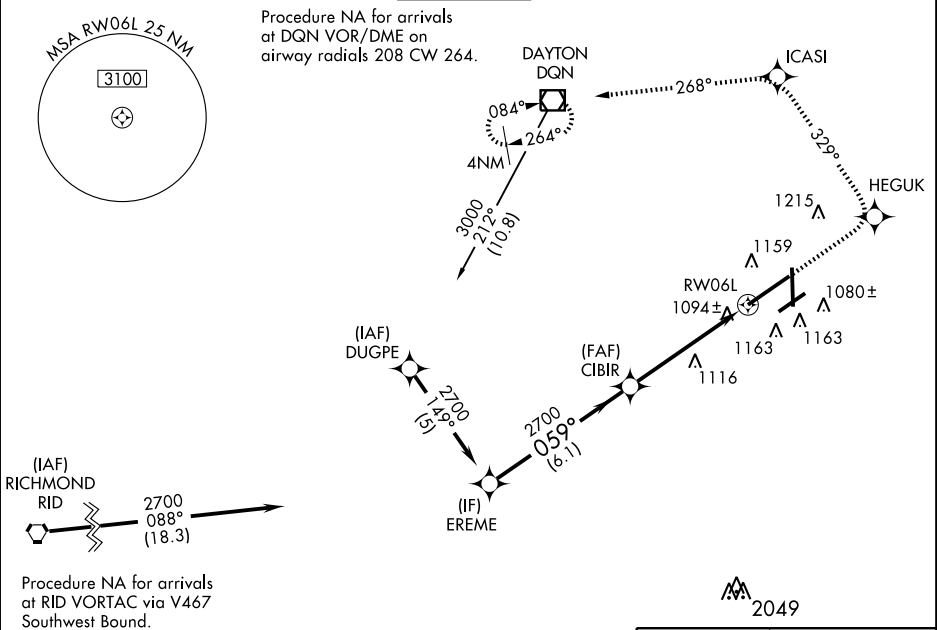
RNAV (GPS) RWY 6L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

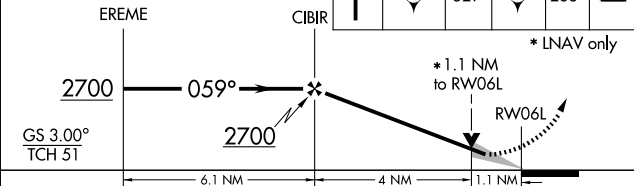
ALSIF-2 For inoperative ALSIF-2, increase LNAV Cat D visibility to RVR 6000.
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEGUK and via track 329° to ICASI and via track 268° to DQN VOR/DME and hold.

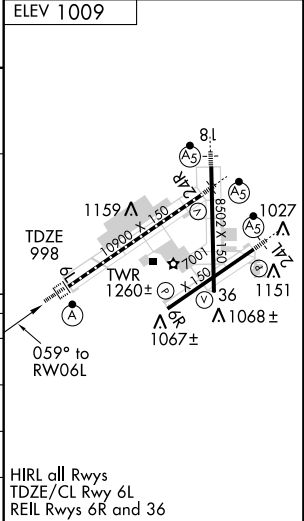
ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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Procedure Turn NA	VGSI and RNAV glide-path not coincident.	3000	HEGUK	TRK 329°	ICASI	TRK 268°	DQN
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CATEGORY	A	B	C	D
LPV DA	1198/24	200 (200-½)		
LNAV/VNAV DA	1366/40	368 (400-¾)		
LNAV MDA	1420/24 422 (500-½)	1420/40 422 (500-¾)	1420/50 422 (500-1)	
CIRCLING	1560-1 551 (600-1)	1560-1 551 (600-1½)	1560-2 551 (600-2)	



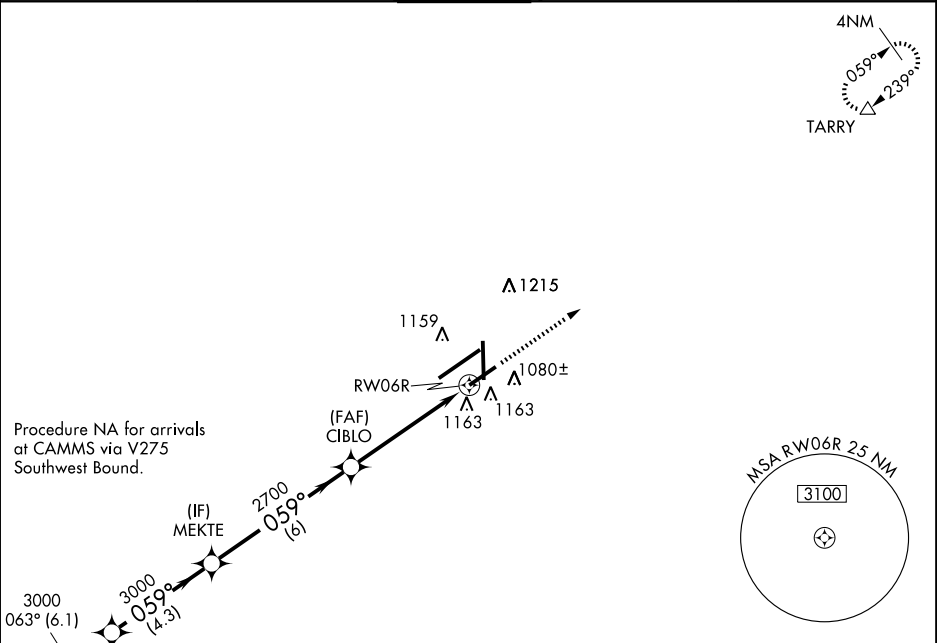
WAAS CH 90414 W06B	APP CRS 059°	Rwy Idg TDZE Apt Elev	7001 1007 1009
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RNAV (GPS) RWY 6R

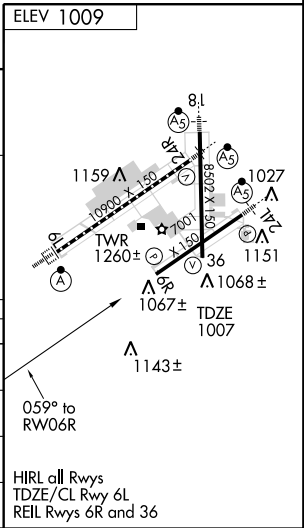
DAYTON/ JAMES M. COX DAYTON INTL (DAY)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 3000 direct TARRY and hold.
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ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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Procedure Turn NA				
<div>3000 059° 3000 059° 2700 2700</div> <div>4.3 NM 6 NM 3.6 NM 1.5 NM</div> <div>↑ 3000 TARRY</div> <div>* LNAV only</div> <div>* 1.5 NM to RW06R</div>				
CATEGORY	A	B	C	D
LPV DA	1257-3/4		250 (300-3/4)	
LNAV/VNAV DA	1494-13/4		487 (500-13/4)	
LNAV MDA	1520-1	513 (600-1)	1520-1 1/2 513 (600-1 1/2)	1520-1 3/4 513 (600-1 3/4)
CIRCLING	1560-1	551 (600-1)	1560-1 1/2 551 (600-1 1/2)	1560-2 551 (600-2)



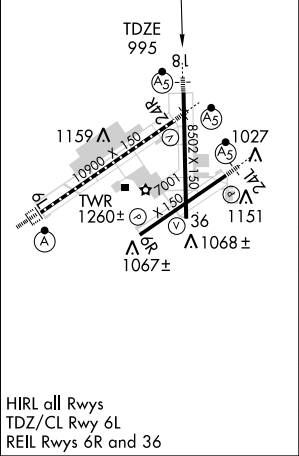
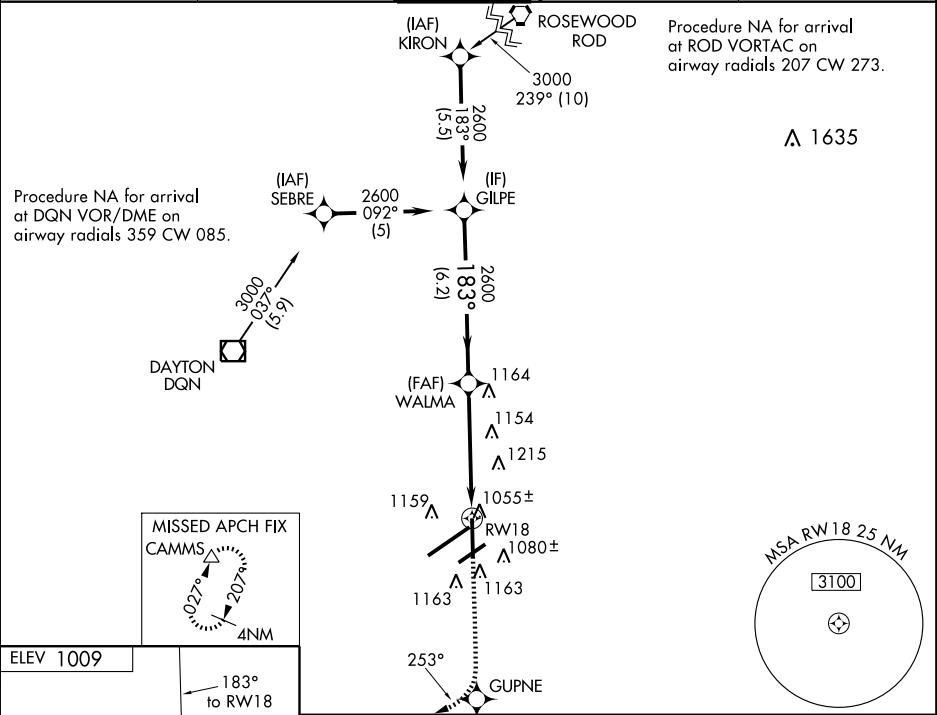
WAAS CH 86914 W18A	APP CRS 183°	Rwy Idg TDZE 8502 995 Apt Elev 1009
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
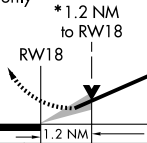
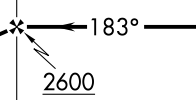
RNAV (GPS) RWY 18

DAYTON/ JAMES M. COX DAYTON INTL (DAY)

ASR For inoperative MALS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.	MALS 	MISSED APPROACH: Climb to 3000 direct GUPNE and via track 253° to CAMMS and hold.
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ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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<div><div>3000</div><div></div><div>TRK 253°</div><div></div></div>				Procedure Turn NA
<div><div>* LNAV only</div><div>* 1.2 NM to RW18</div><div></div></div>				
<div><div>WALMA</div><div>GILPE</div><div></div></div>				
<div><div>1.2 NM</div><div>3.6 NM</div><div>6.2 NM</div></div>				
CATEGORY	A	B	C	D
LPV DA	1195/24 200 (200-½)			
LNAV/VNAV DA	1405/50 410 (400-1)			
LNAV MDA	1420/24 425 (500-½)	1420/40 425 (500-¾)	1420/50 425 (500-1)	
CIRCLING	1560-1 551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)	

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

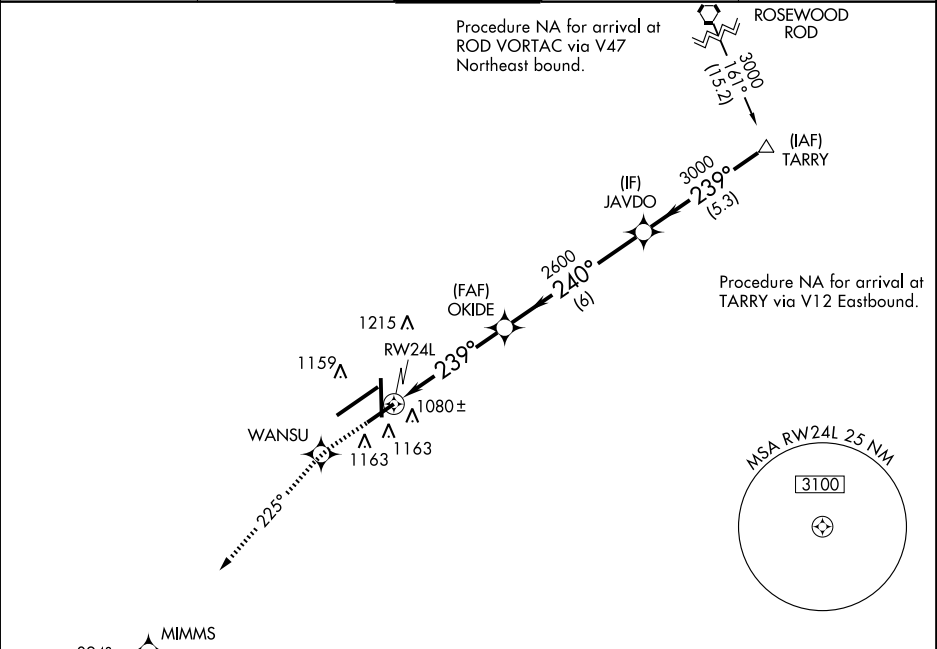
WAAS CH 50414 W24A	APP CRS 239°	Rwy Idg TDZE Apt Elev 7001 1006 1009
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RNAV (GPS) RWY 24L

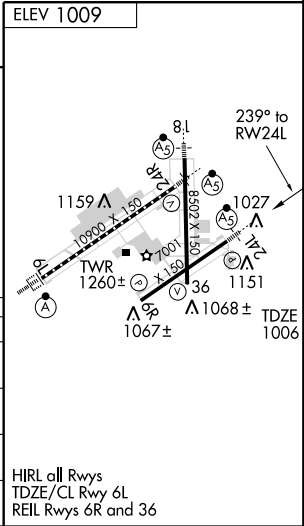
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 3000 direct WANSU and track 225° to MIMMS and hold.
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ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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3000	WANSU	TRK 225°	MIMMS	Procedure Turn NA
* LNAV only				
		* 1.2 NM to RW24L	OKIDE	JAVDO
				TARRY
				3000
				GS 3.00° TCH 51
CATEGORY	A	B	C	D
LPV DA	1206/24 200 (200-½)			
LNAV/VNAV DA	1401/50 395 (400-1)			
LNAV MDA	1420/24 414 (500-½)	1420/40 414 (500-¾)	1420/50 414 (500-1)	
CIRCLING	1560-1 551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)	



WAAS
CH **66013**
W24B

APP CRS
239°

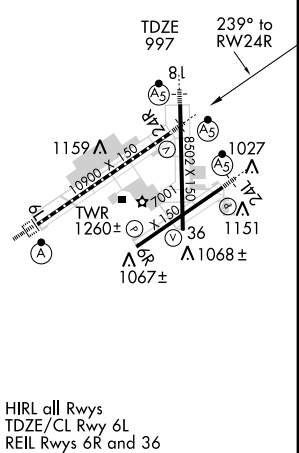
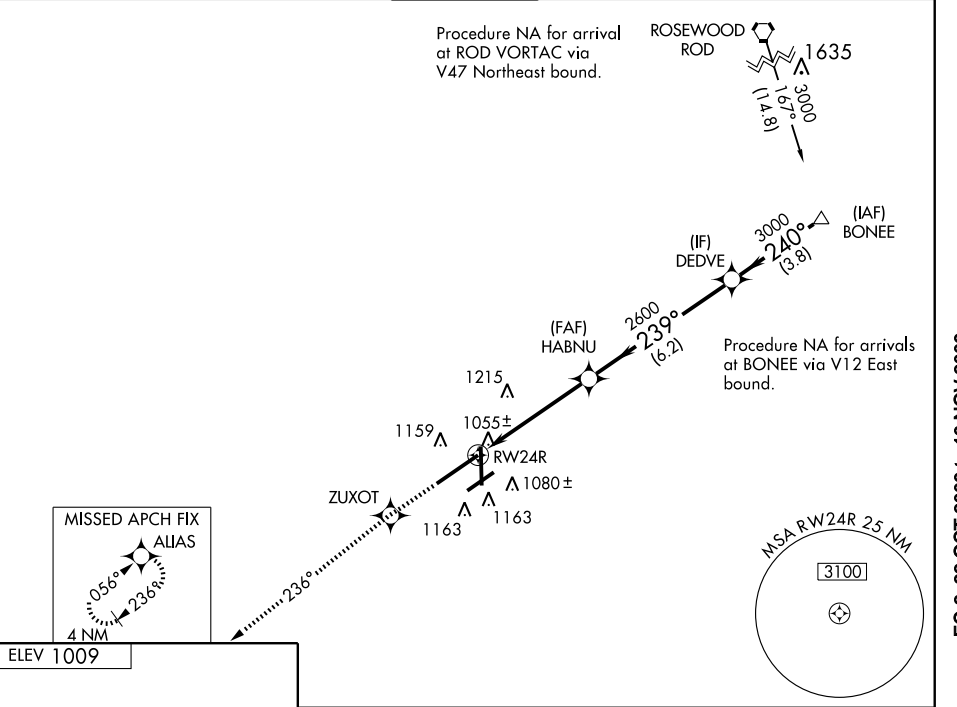
Rwy ldg **10900**
TDZE **997**
Apt Elev **1009**

ASR
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000
direct ZUXOT and via track 236° to
ALIAS and hold.

ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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3000	ZUXOT	TRK 236°	ALIAS	Procedure Turn NA
*LNAV only	*1.2 NM to RW24R	HABNU	DEDVE	BONEE
RW24R		2600	239°	240° 3000
1.2 NM		3.6 NM	6.2 NM	3.8 NM
CATEGORY	A	B	C	D
LPV DA	1197/24 200 (200-½)			
LNAV/VNAV DA	1364/40 367 (400-¾)			
LNAV MDA	1440/24 443 (500-½)	1440/40 443 (500-¾)	1440/50 443 (500-1)	
CIRCLING	1560-1 551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)	

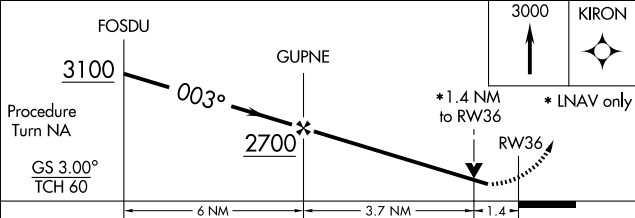
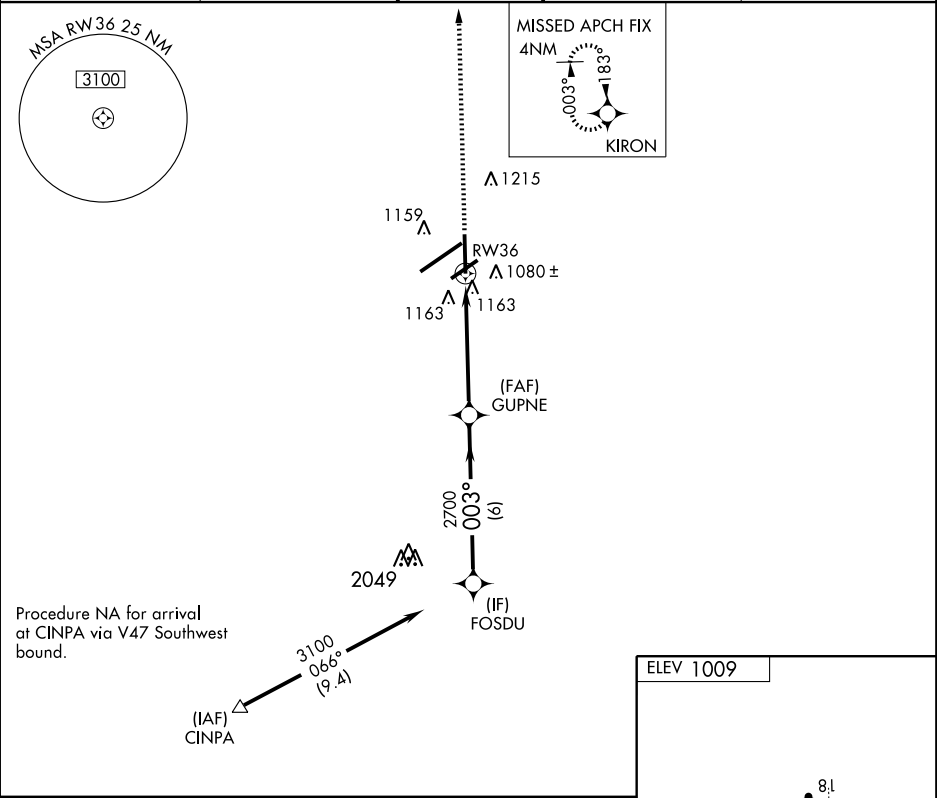
APP CRS	Rwy Idg	8502
003°	TDZE	1008
	Apt Elev	1009

RNAV (GPS) RWY 36

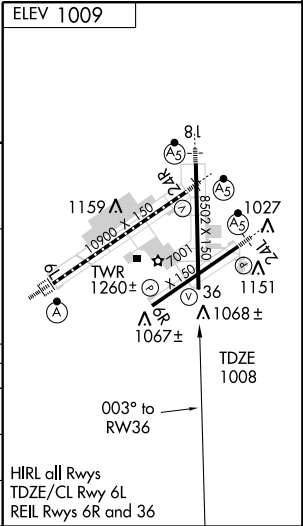
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 3000 direct to KIRON and hold.
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ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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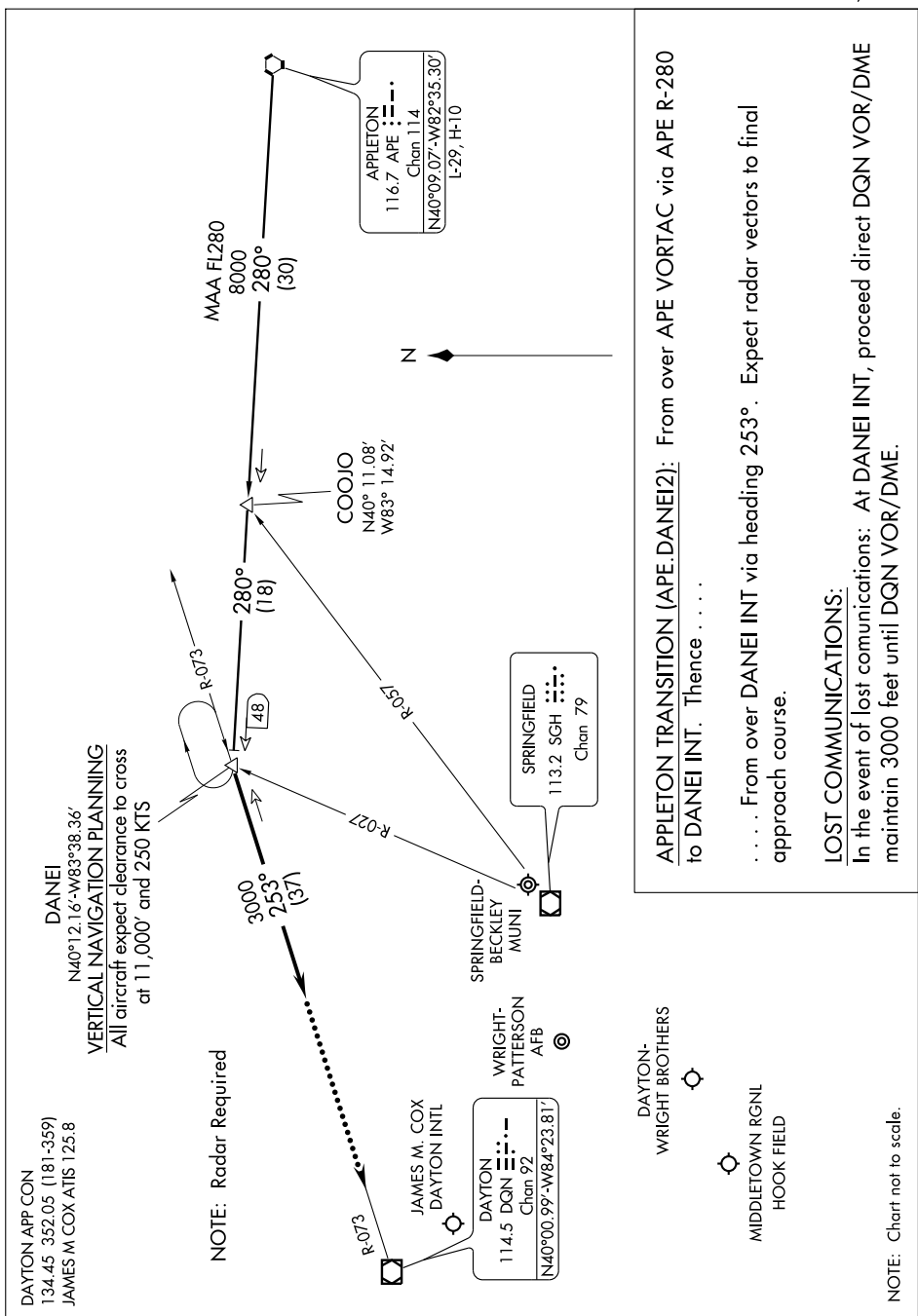
CATEGORY	A	B	C	D
LNAV/VNAV DA	1449-1½ 441 (500-1½)			
LNAV MDA	1500-1 492 (500-1)	1500-1¼ 492 (500-1¼)	1560-2 551 (600-1½)	1500-1½ 492 (500-1½)
CIRCLING	1560-1 551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)	1560-2 551 (600-2)



DAYTON, OHIO



DAYTON, OHIO



LOC I-FFO 109.7	APCH CRS 233°	Rwy Idg 10,060 TDZE 823 Arpt Elev 823	JAL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)
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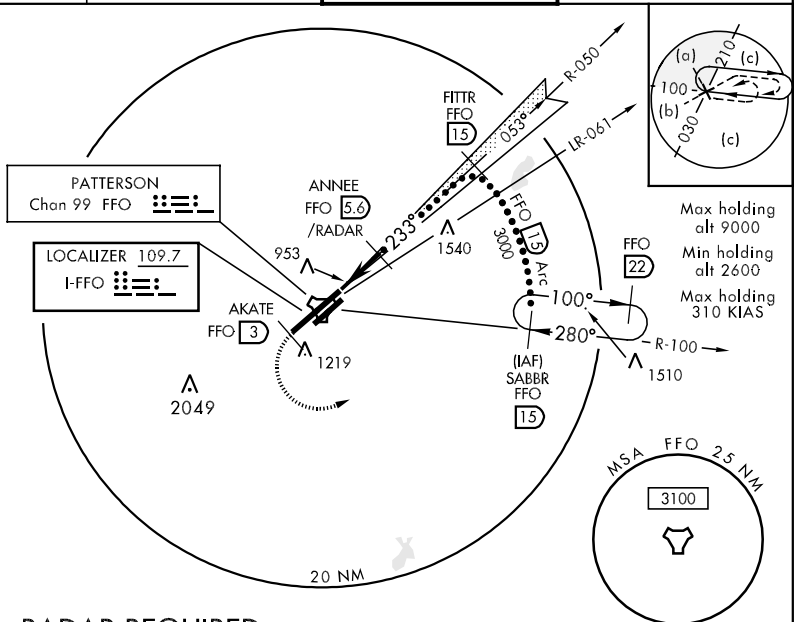
▼ * When ALS inop, increase all CAT RVR/vis to 40/¾ mile.

** When ALS inop, increase CAT C RVR/vis to 60/1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.



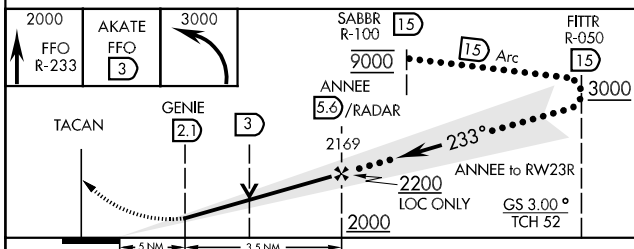
MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME [AKATE] turn left direct SABBR climbing to 3000 and hold.

ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8
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DME or RADAR REQUIRED FOR LOCALIZER

EMERG SAFE ALT 100 NM 3300

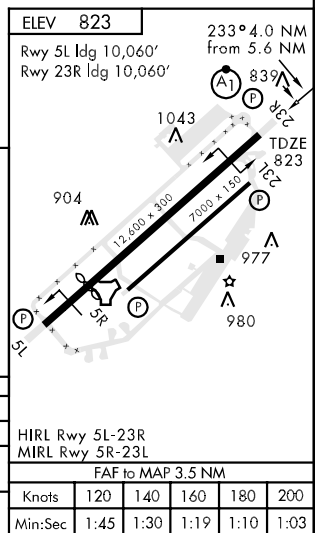


CATEGORY	C	D	E
S-ILS 23R*	1023/24	200	(200-½)
S-LOC 23R**	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

DAYTON, OHIO

39°50'N-84°03'W

Orin 09239

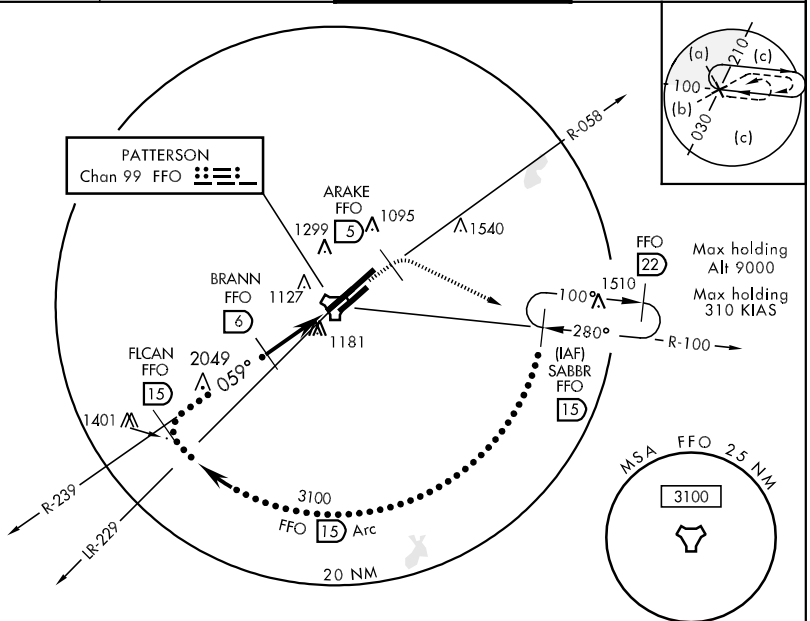


WRIGHT-PATTERSON AFB (KFFO)

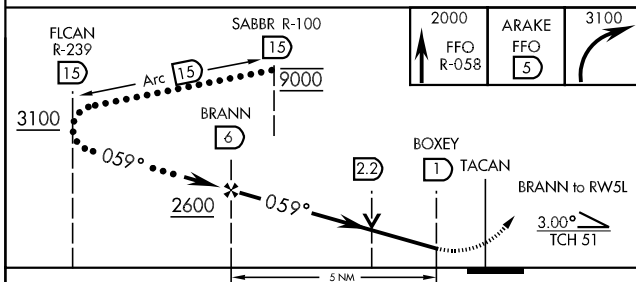
TACAN FFO Chan 99	APCH CRS 059°	Rwy Idg 10,060 TDZE 804 Arpt Elev 823	JAL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)
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▼	MISSED APPROACH: Climb to 2000 via FFO R-058, at 5 DME (ARAKE), turn right direct SABBR climbing to 3100 and hold.
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ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8
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EMERG SAFE ALT 100 NM 3300

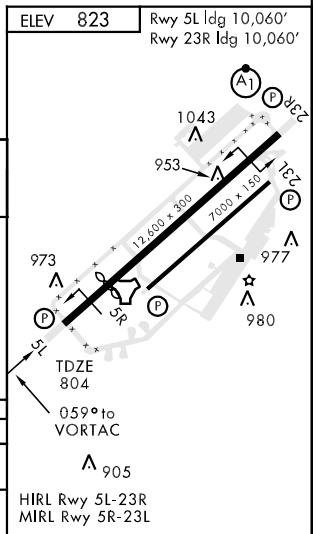


CATEGORY	C	D	E
S-5L	1460-1¾ 656 (700-1¾)	1460-2 656 (700-2)	1460-2¼ 656 (700-2¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

DAYTON, OHIO

Amdt 1 09239

39°50'N-84°03'W



WRIGHT-PATTERSON AFB (KFFO)

HI-TACAN RWY 5L

TACAN FFO Chan 99	APCH CRS 230°	Rwy Idg 10,060 TDZE 823 Arpt Elev 823
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JAL-108 [USAF]

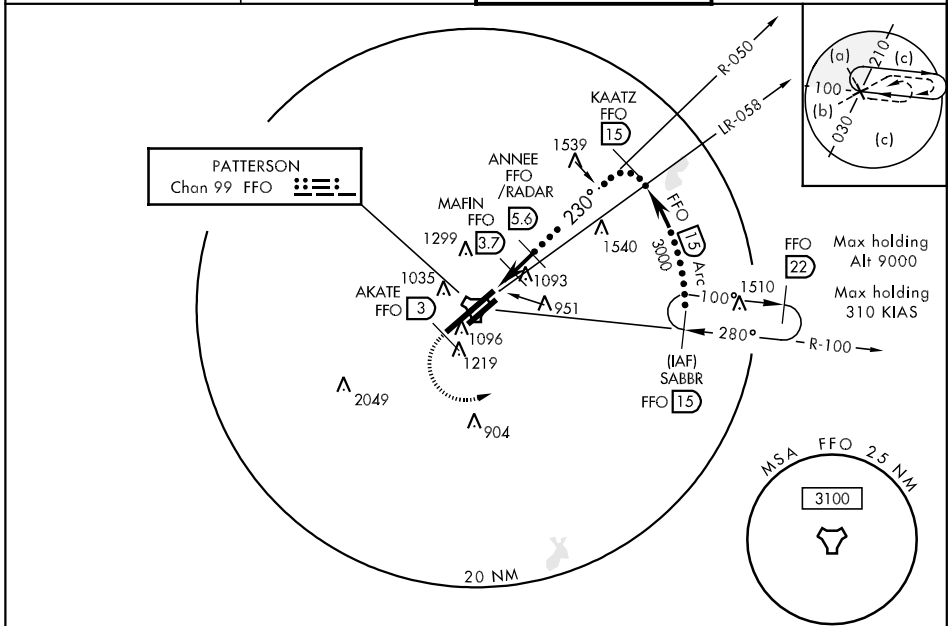
WRIGHT-PATTERSON AFB (KFFO)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

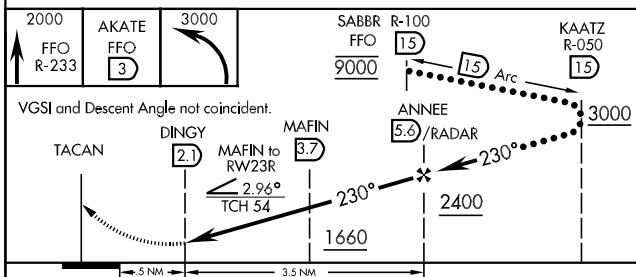


MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME (AKATE), turn left direct SABBR climbing to 3000 and hold.

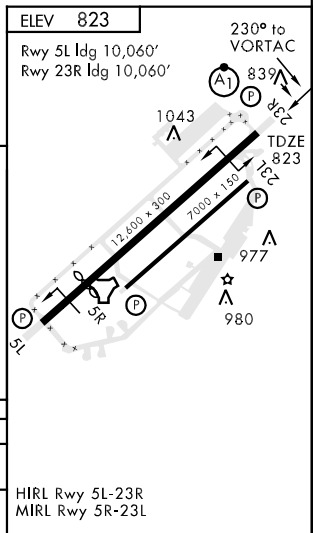
ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8
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EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-23R *	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)



HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

LOC I-FFO **109.7** APCH CRS **233°** Rwy Idg **10,060**
 TDZE **823**
 Arpt Elev **823**

AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

▼ * When ALS inop, increase all CAT RVR/vis to 40/¾.

** When ALS inop, increase RVR/vis to CAT AB 50/1, CAT C 60/1¼, CAT D 1½, CAT E 1¾.

ALS-1



MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME turn left direct CLACK to 3000 and hold.

ATIS

124.475 269.9

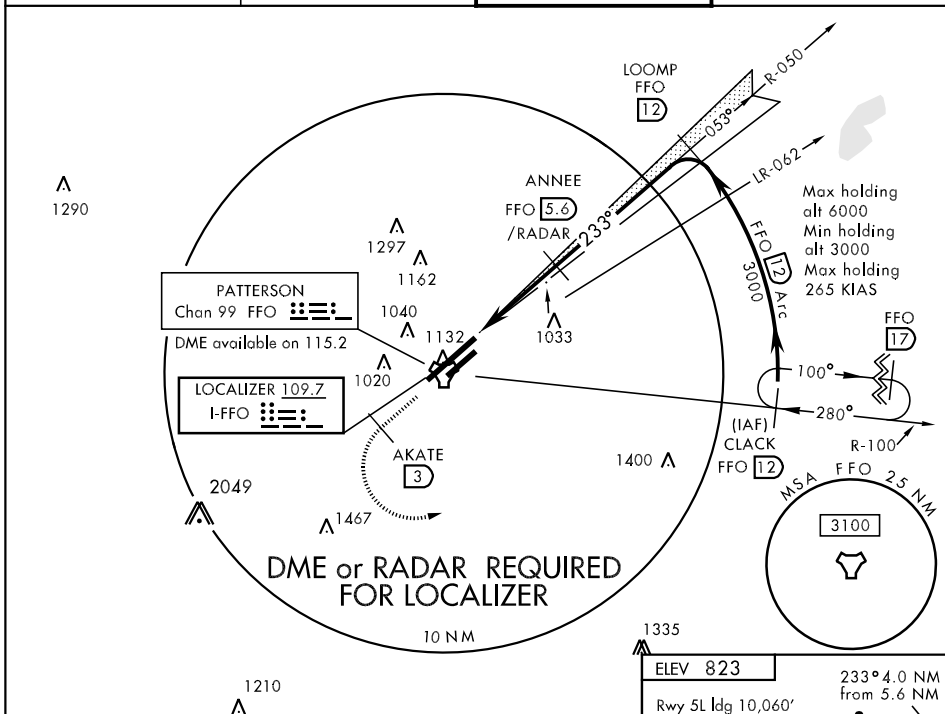
DAYTON APP CON

118.85 269.275

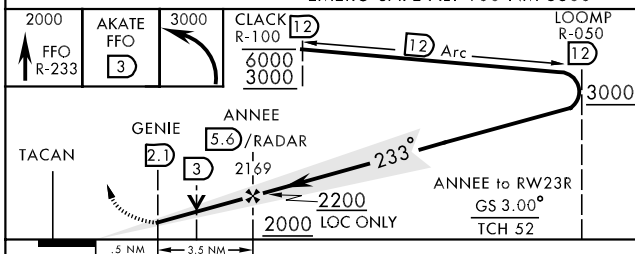
PATTERSON TOWER

126.9 281.45

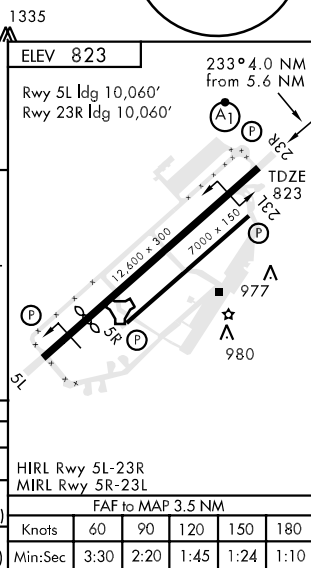
GND CON

121.8 335.8

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-ILS 23R *	1023/24		200 (200-½)		
S-LOC 23R **	1320/24 497 (500-½)	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)	
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)



HIRL Rwy 5L-23R
 MIRL Rwy 5R-23L

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

KEKEE THREE ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

DAYTON ATIS
125.8
DAYTON APP CON
118.85 127.225 327.1 (091°-180°)

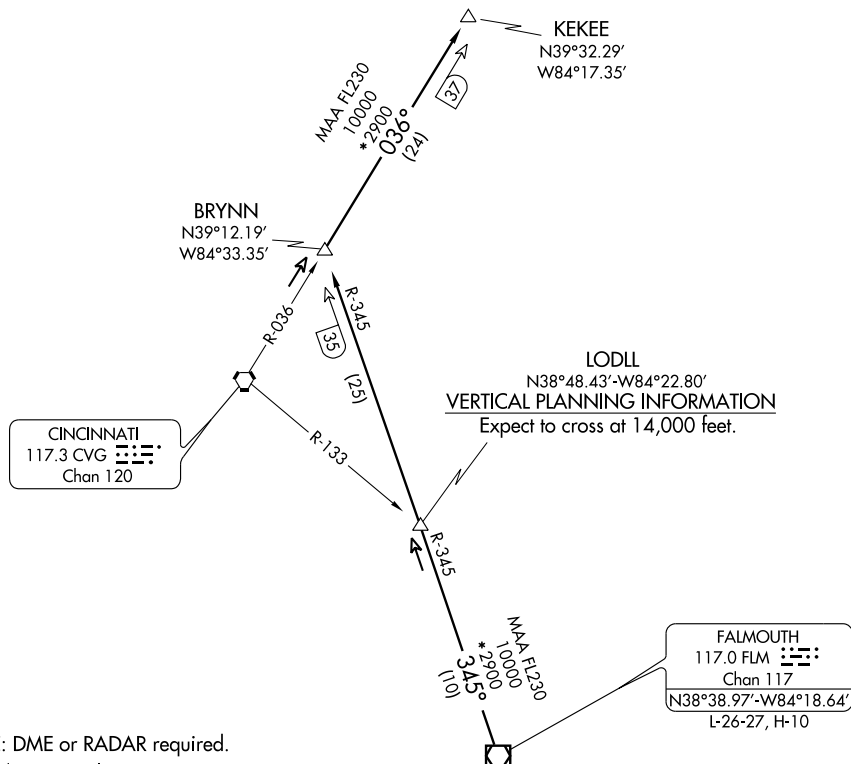
DAYTON
114.5 DQN
Chan 92

JAMES M. COX
DAYTON INTL

WRIGHT-PATTERSON
AFB

SPRINGFIELD-BECKLEY
MUNI

SPRINGFIELD
113.2 SGH
Chan 79



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

LOC I-FAE
109.7

APCH CRS
053°

Rwy ldg **10,060**
TDZE **804**
Arprt Elev **823**

AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

MISSED APPROACH: Climb to 2000 via FFO R-053 at 5 DME, turn right direct CLACK climbing to 3100 and hold.

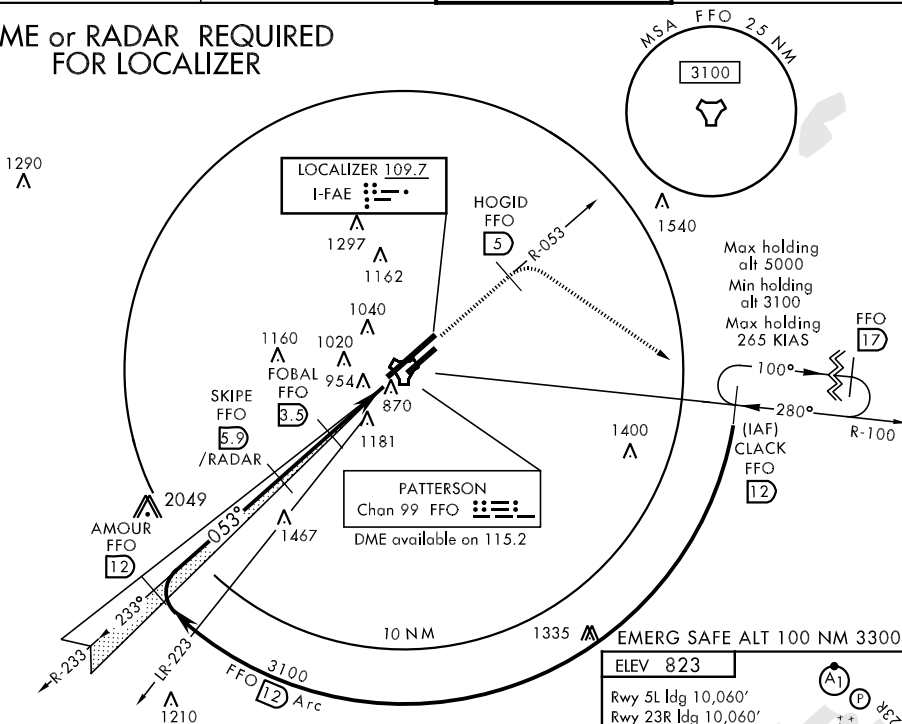
ATIS
124.475 269.9

DAYTON APP CON
118.85 269.275

PATTERSON TOWER
126.9 281.45

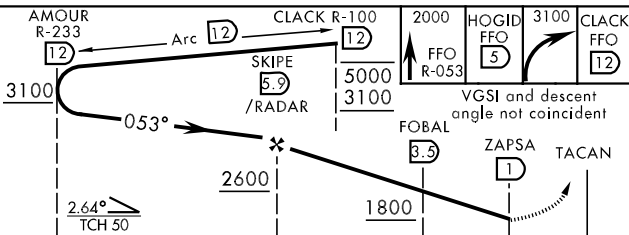
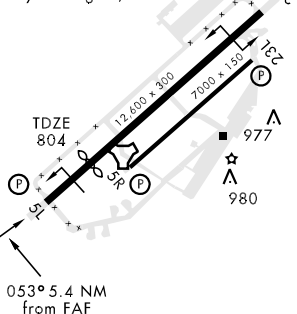
GND CON
121.8 335.8

DME or RADAR REQUIRED FOR LOCALIZER



ELEV 823

Rwy 5L ldg 10,060'
Rwy 23R ldg 10,060'



CATEGORY	A	B	C	D	E
S-LOC 5L	1320-1¾ 516 (600-1¾)				
CIRCLING	1460-1¾ 637 (700-1¾)	1460-2 637 (700-2) 1620-2¾ 797 (800-2¾)			

FAF to MAP 4.9 NM				
Knots	60	90	120	150
Min:Sec	4:54	3:16	2:27	1:58

DAYTON, OHIO
Amdt 3 09211

39° 50'N-84° 03'W

WRIGHT-PATTERSON AFB (KFFO)

EC-2, 22 OCT 2009 to 19 NOV 2009

LOC RWY 5L

APCH CRS **233°**
Rwy Idg **10,060**
TDZE **823**
Arpt Elev **823**

AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.
DME/DME RNP-0.3 NA

ALSF-1



MISSED APPROACH: Turn left
climb to 3000 direct WLLBA WPT
and hold.

ATIS

124.475 269.9

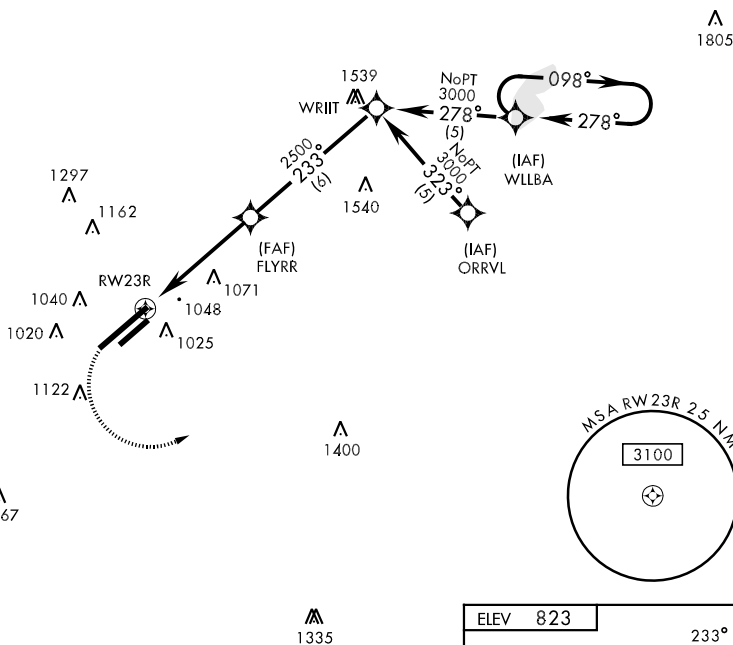
DAYTON APP CON

118.85 269.275

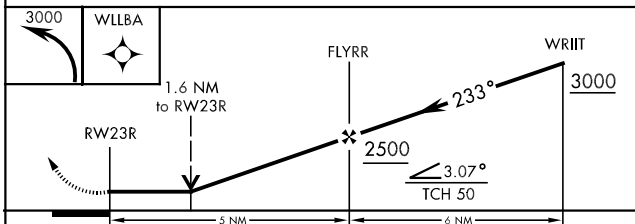
PATTERSON TOWER

126.9 281.45

GND CON

121.8 335.8

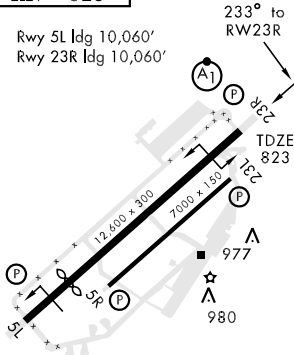
EMERG SAFE ALT 100 NM 3300 FROM RW23R



CATEGORY	A	B	C	D
LNAV MDA*	1380/24 557 (600-½)	1380/50 557 (600-1)	1380/60 557 (600-1¼)	1380/60 557 (600-1¾)
CIRCLING	1380/50 557 (600-1)	1380-1½ 557 (600-1½)	1380-1¾ 557 (600-1¾)	1380-1¾ 557 (600-1¾)

ELEV 823

Rwy 5L Idg 10,060'
Rwy 23R Idg 10,060'



HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

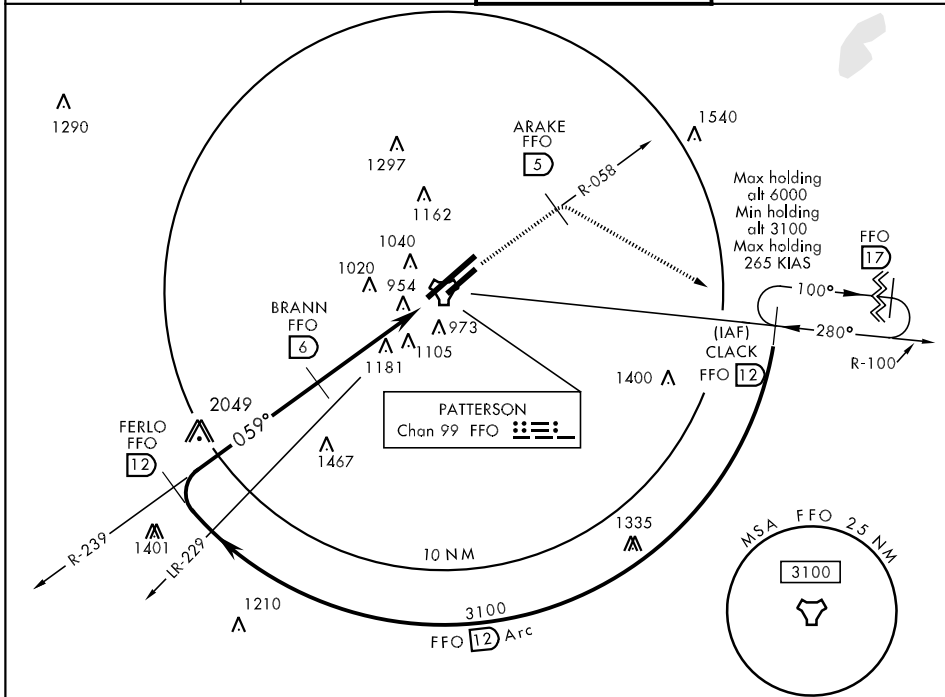
TACAN FFO Chan 99	APCH CRS 059°	Rwy ldg 10,060 TDZE 804 Arprt Elev 823
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AL-108 [USAF]

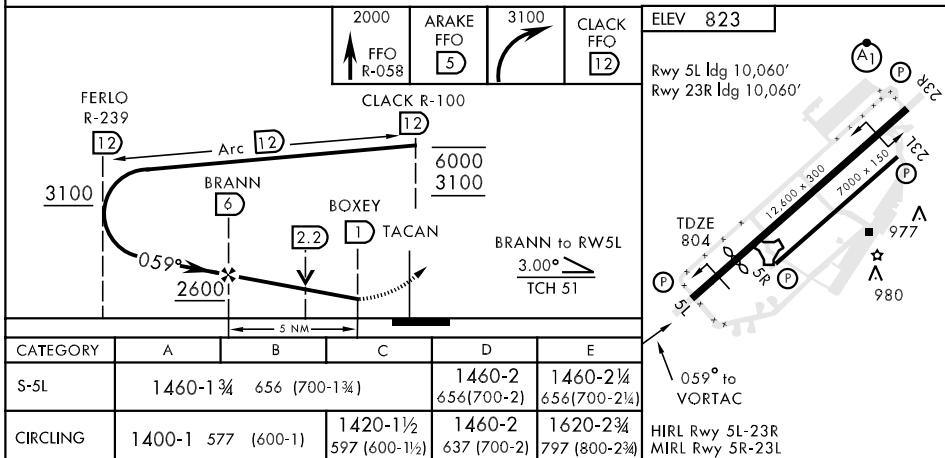
WRIGHT-PATTERSON AFB (KFFO)

MISSED APPROACH: Climb to 2000 via FFO R-058 to 5 DME, turn right direct CLACK climbing to 3100 and hold.

ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8
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EMERG SAFE ALT 100 NM 3300

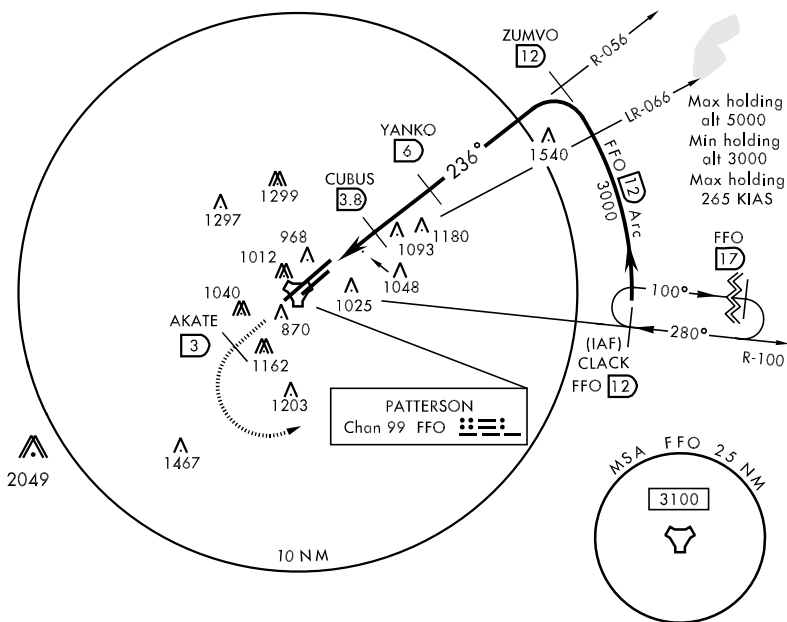


TACAN FFO Chan 99	APCH CRS 236°	Rwy ldg TDZE Arpt Elev 7000 818 823
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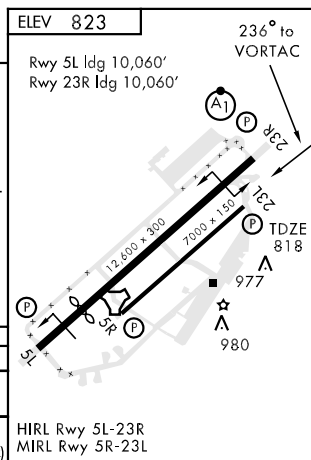
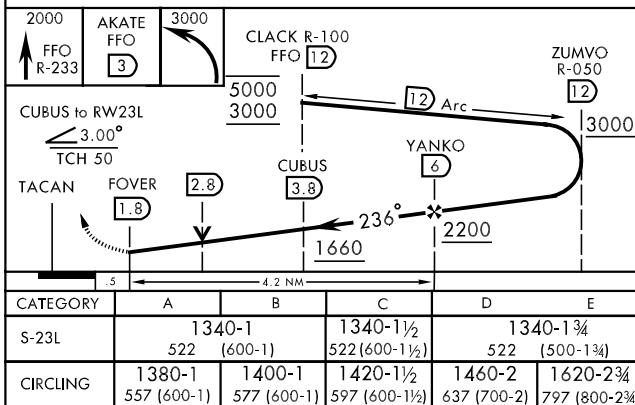
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

▼ MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.	
ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275
PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8



EMERG SAFE ALT 100 NM 3300



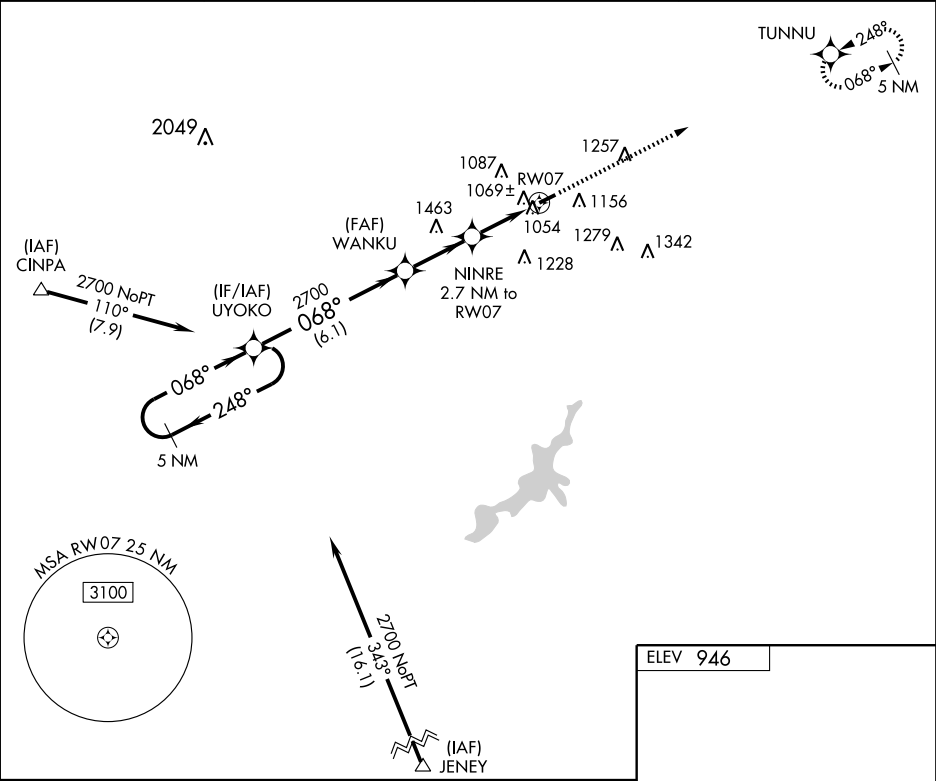
WAAS CH 97702 W07A	APP CRS 068°	Rwy Idg 4500 TDZE 936 Apt Elev 946
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RNAV (GPS) RWY 7

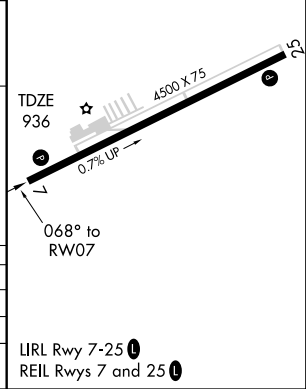
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

NA	DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 2700 direct TUNNU and hold.
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AWOS-3 118.525	DAYTON APP CON 118.85 327.1	GCO 121.725	UNICOM 122.7 (CTAF) 0
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5 NM Holding Pattern					2700	TUNNU
UYOKO					WANKU	
2700 ← 248° / 068° → 068°					NINRE 2.7 NM to RW07	
GS 3.00° TCH 40					*1820	RW07
VGSi and RNAV glidepath not coincident. * LNAV only.						
					6.1 NM	2.7 NM
CATEGORY	A	B	C	D		
LPV DA	1236-1 ¼		300 (300-1 ¼)		NA	
LNAV MDA	1320-1		384 (400-1)		NA	
CIRCLING	1460-1		514 (600-1)		1460-1 ½ 514 (600-1 ½)	



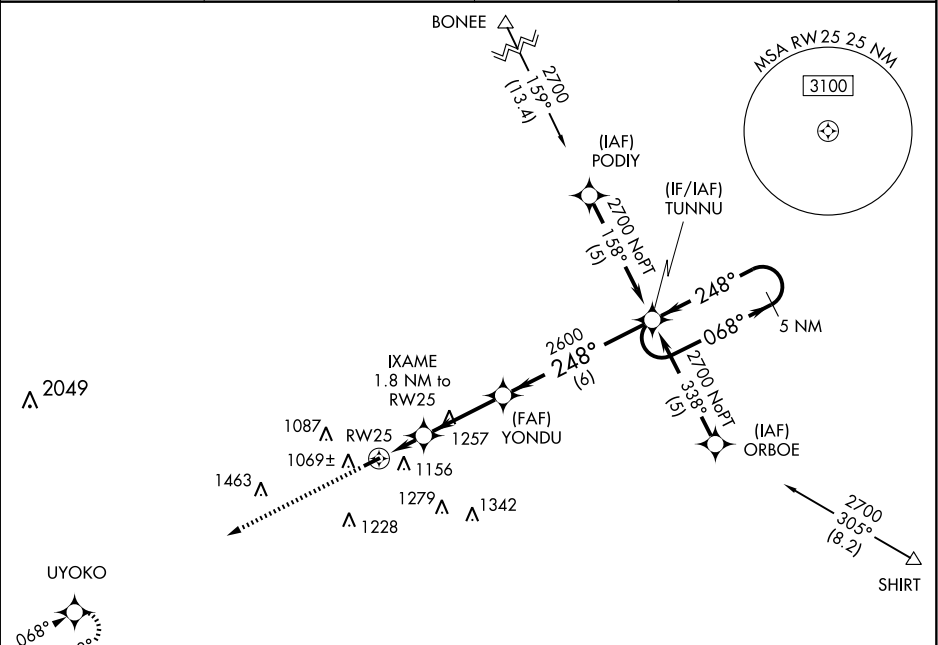
WAAS CH 56602 W25A	APP CRS 248°	Rwy Idg 4500 TDZE 946 Apt Elev 946
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RNAV (GPS) RWY 25

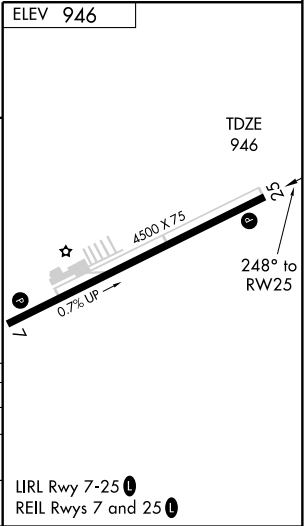
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Dayton-Wright Brothers altimeter setting.	MISSED APPROACH: Climb to 2700 direct UYOKO and hold.
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AWOS-3 118.525	DAYTON APP CON 118.85 327.1	GCO 121.725	UNICOM 122.7 (CTAF) 0
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2700	UYOKO	VGSI and RNAV glidepath not coincident.	TUNNU	5 NM Holding Pattern
IXAME 1.8 NM to RW25	YONDU	248°	068°	2700
*1.1 NM to RW25		2600	248°	
RW25		1560*		GS 3.00° TCH 40
1.1	0.7	3.2 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	1196-1	250 (300-1)		NA
RNAV MDA	1440-1	494 (500-1)	1440-1¼ 494 (500-1¼)	NA
CIRCLING	1460-1	514 (600-1)	1460-1½ 514 (600-1½)	NA



VOR/DME SGH 113.2 Chan 79	APP CRS 042°	Rwy Idg TDZE Apt Elev	N/A N/A 949
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VOR-A

DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

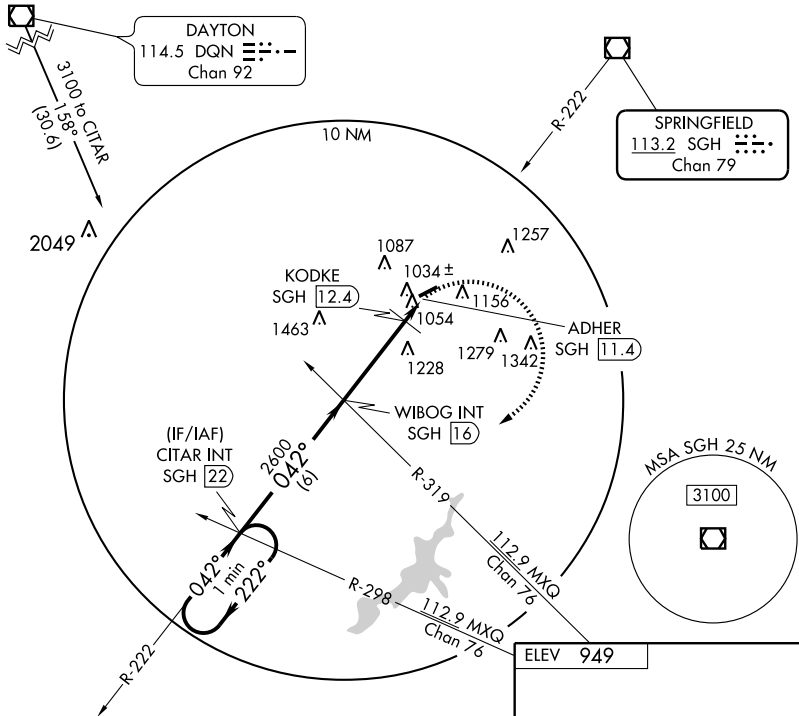
T When local altimeter setting not received, use
A NA Dayton-Wright Brothers altimeter setting and
increase all MDA 40 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via SGH VOR/DME R-222 to CITAR Int/SGH 22 DME and hold.

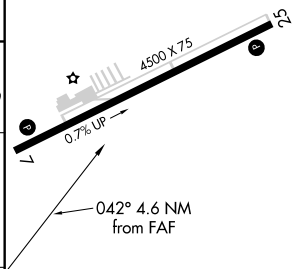
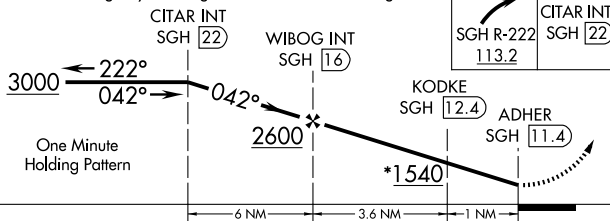
AWOS-3
118.525

DAYTON APP CON
118.85 327.1

GCO
121.725

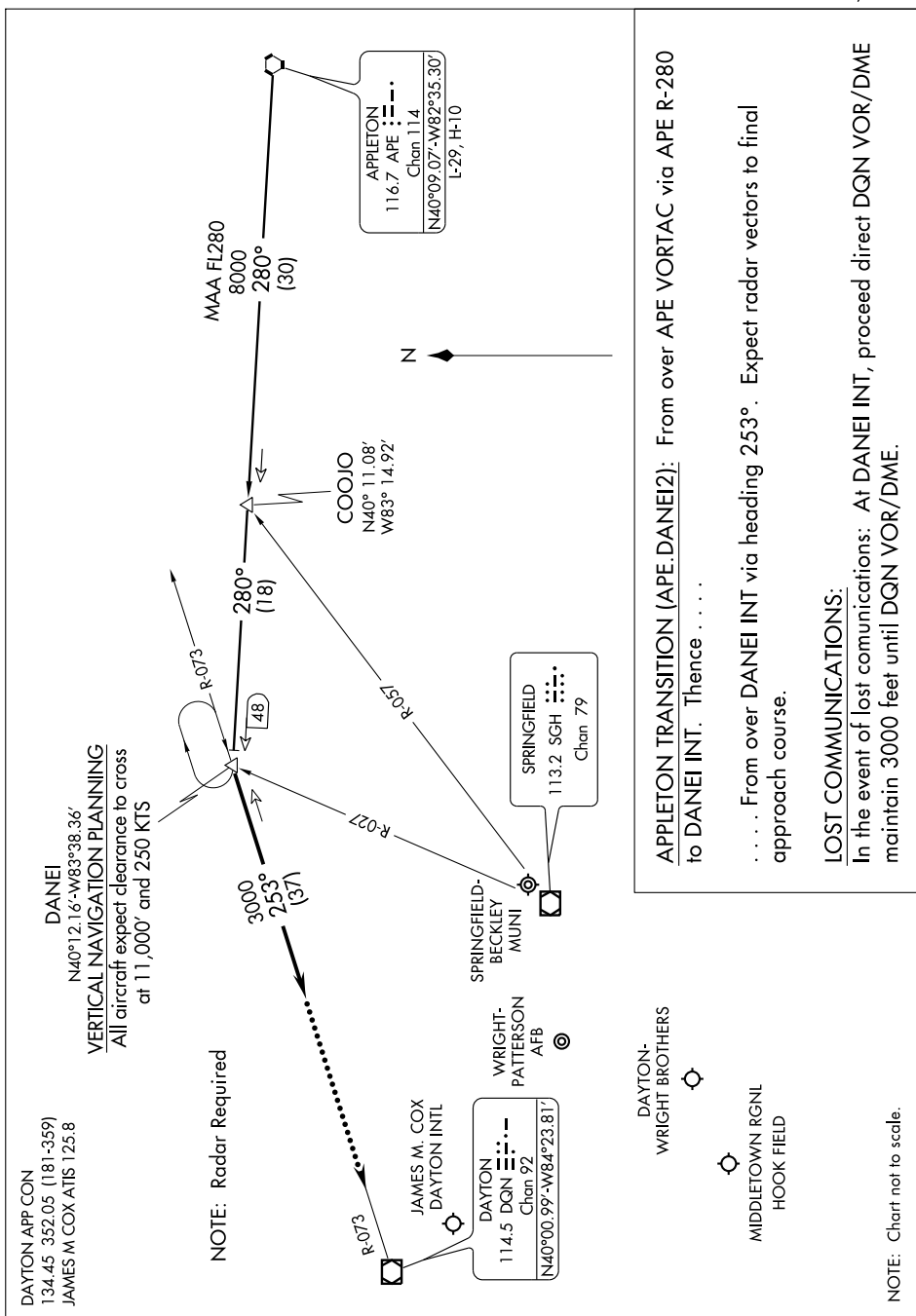
UNICOM
122.7 (CTAF) **L**

*1580 when using Dayton-Wright Brothers altimeter setting.



CATEGORY	A	B	C	D
CIRCLING	1540-1	591 (600-1)	1540-1½ 591 (600-1½)	NA
KODKE FIX MINIMUMS				
CIRCLING	1460-1	511 (600-1)	1460-1½ 511 (600-1½)	NA

LIRL Rwy 7-25 L REIL Rwys 7 and 25 L					
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



LOM MW	APP CRS	Rwy Idg TDZE	N/A
<u>223</u>	<u>085°</u>	Apt Elev	<u>957</u>

NDB-A

DAYTON-WRIGHT BROTHERS (MGY)

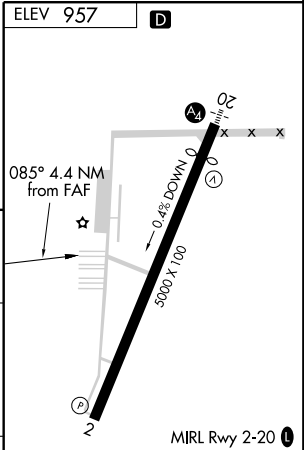
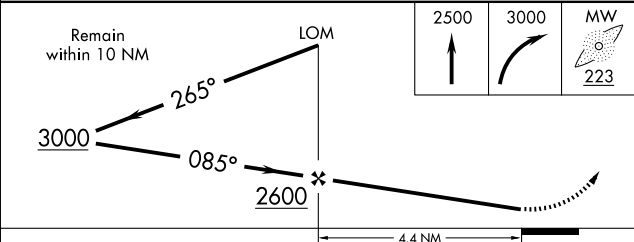
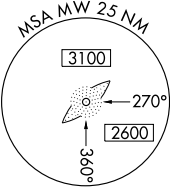
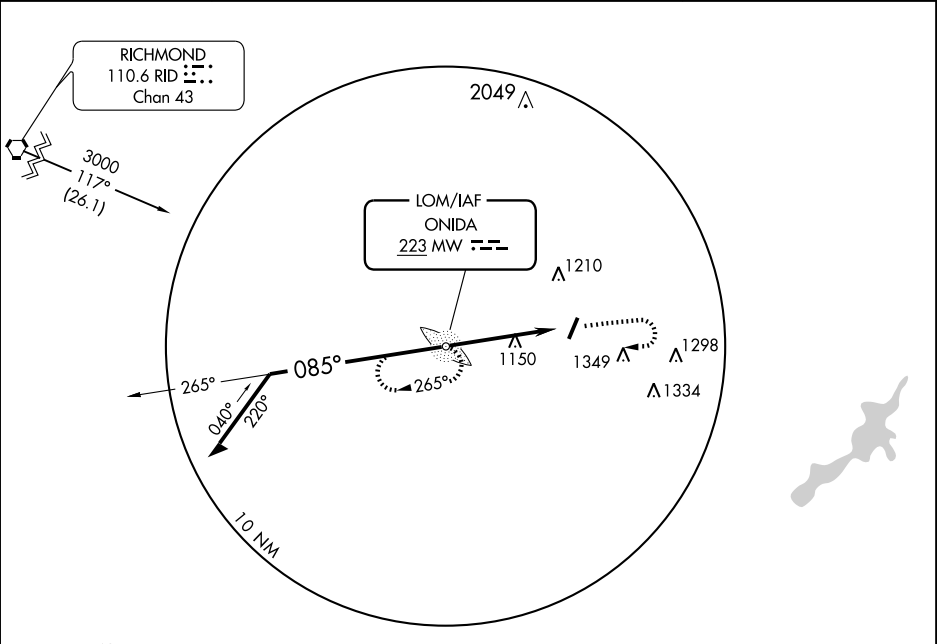
▼

▲ NA

If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct MW LOM and hold.

ASOS 118.375	DAYTON APP CON 118.85 127.225 327.1	CLNC DEL 119.4	UNICOM 122.8 (CTAF) 0
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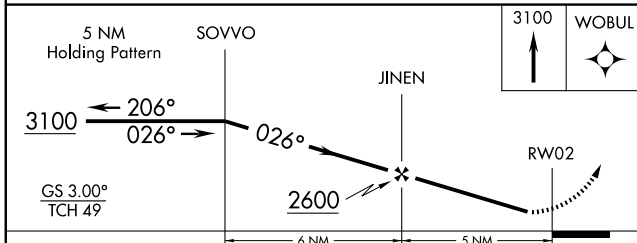
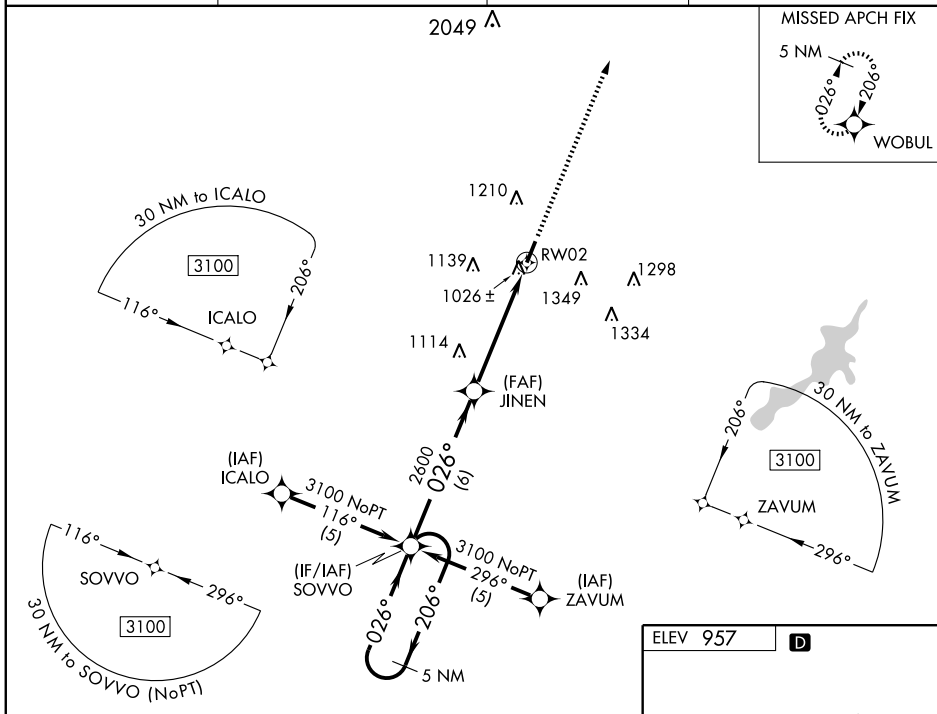


CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
CIRCLING	1480-1	523 (600-1)	1520-1½	1660-2¼	Knots	60	90	120	150	180
			563 (600-1½)	703 (800-2¼)	Min:Sec	4:24	2:56	2:12	1:46	1:28

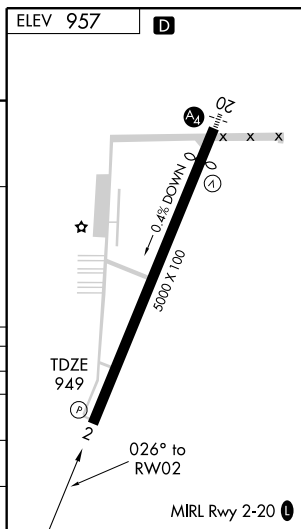
RNAV (GPS) RWY 2
DAYTON-WRIGHT BROTHERS (MGY)

MISSED APPROACH:
Climb to 3100 direct
WOBUL and hold.

ASOS 118,375	DAYTON APP CON 118.85 127.225 327.1	CLNC DEL 119.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1214-1	265 (300-1)	
LNAV/ VNAV DA		1299-1¼	350 (400-1¼)	
LNAV MDA	1420-1	471 (500-1)	1420-1¼ 471 (500-1¼)	1420-1½ 471 (500-1½)
CIRCLING	1480-1¼	523 (600-1¼)	1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)



WAAS CH 93601 W20A	APP CRS 206°	Rwy Idg 4410 TDZE 955 Apt Elev 957
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RNAV (GPS) RWY 20
DAYTON-WRIGHT BROTHERS (MGY)

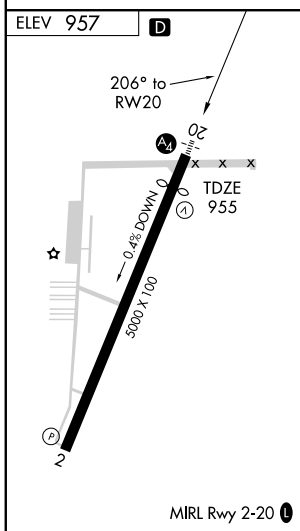
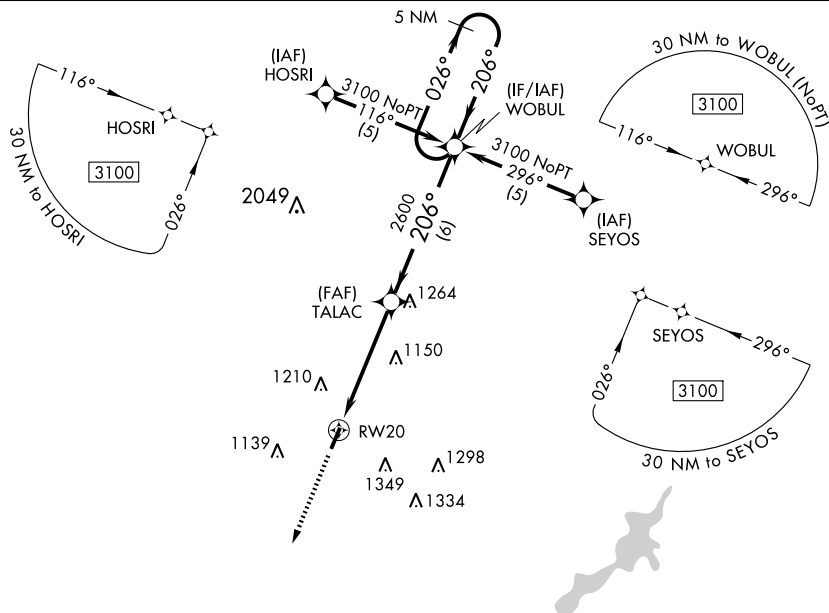
T DME/DME RNP-0.3 NA. Inoperative table does not apply. If local
A altimeter setting not received, use James M Cox Dayton Intl and
increase all DAs/MDAs 60 feet. Visibility reduction for helicopters NA.
VDP NA when using James M Cox Dayton Intl altimeter setting.

MALS



MISSED APPROACH:
Climb to 3100 direct
SOVVO and hold.

ASOS 118,375	DAYTON APP CON 118.85 127,225 327,1	CLNC DEL 119.4	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX

SOVVO 

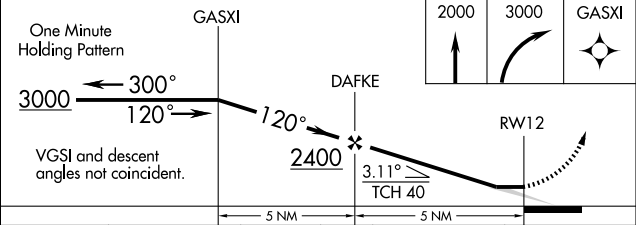
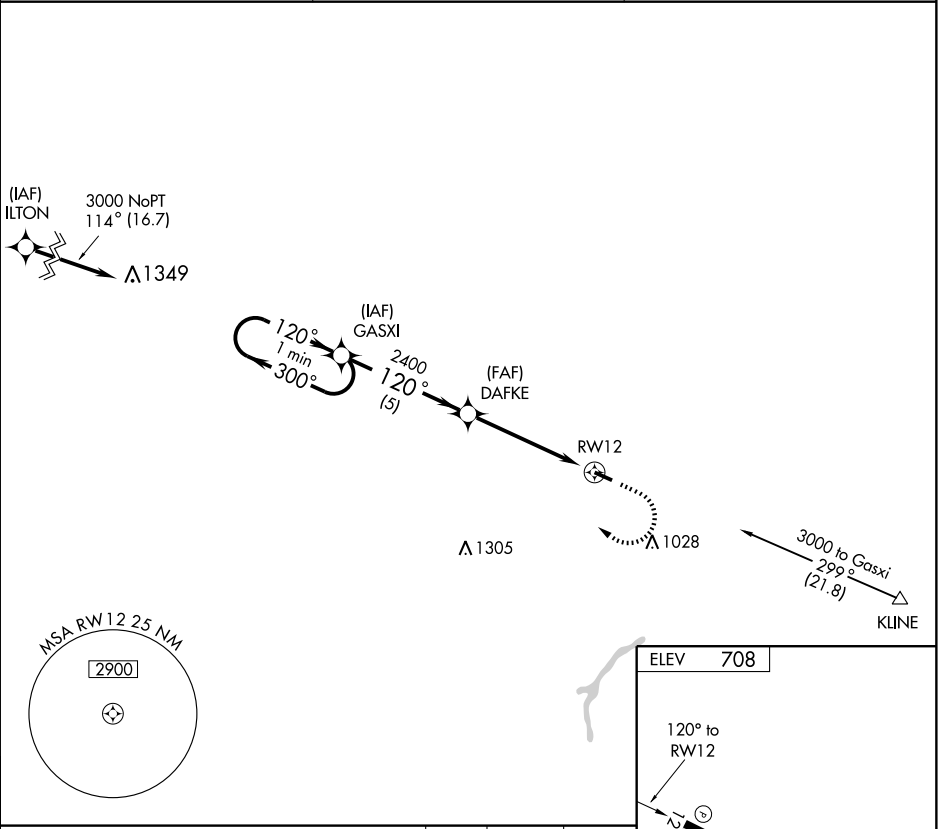
APP CRS	Rwy Idg	4197
120°	TDZE	708
	Apt Elev	708

GPS RWY 12

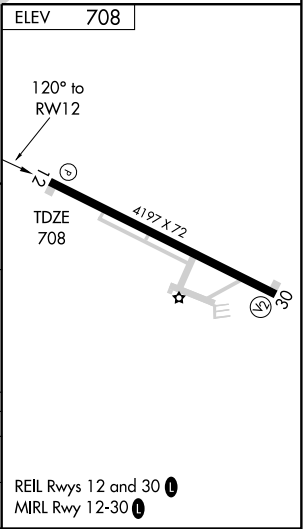
DEFIANCE MEMORIAL (DFT)

▲NA	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GASXI WP and hold.
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ASOS 121.425	TOLEDO APP CON 134.35 307.0	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	1100-1	392 (400-1)		1100-1¼ 392 (400-1¼)
CIRCLING	1120-1 412 (500-1)	1160-1 452 (500-1)	1160-1½ 452 (500-1½)	1260-2 552 (600-2)

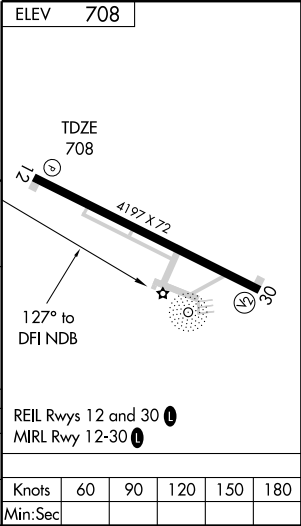
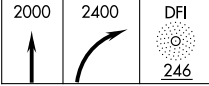
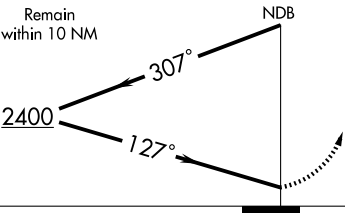
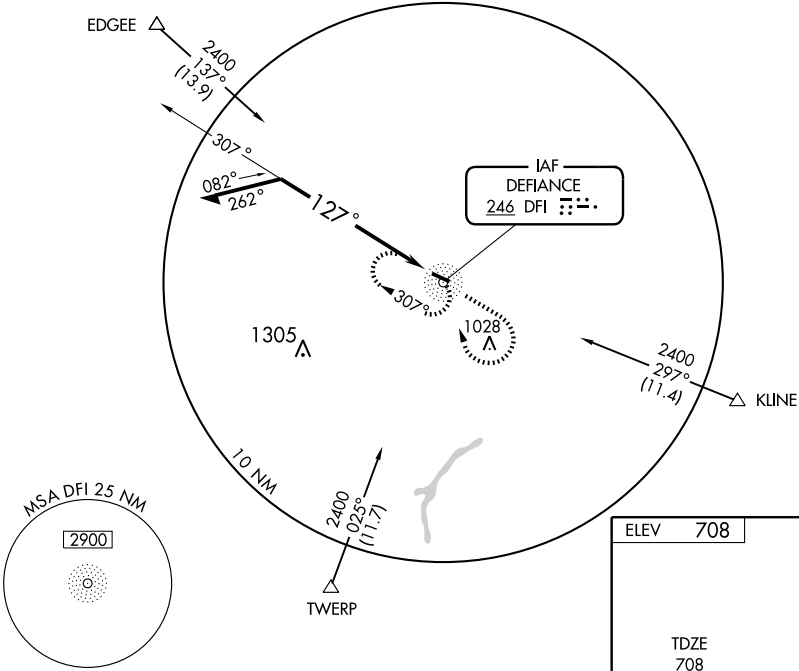


NDB DFI 246	APP CRS 127°	Rwy Idg TDZE Apt Elev	4197 708 708
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NDB RWY 12
DEFIANCE MEMORIAL (DFI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct DFI NDB and hold.

ASOS 121.425	TOLEDO APP CON 134.35 307.0	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-12	1240-1 532 (600-1)		1240-1½ 532 (600-1½)	1240-1¾ 532 (600-1¾)
CIRCLING	1240-1 532 (600-1)		1240-1½ 532 (600-1½)	1260-2 552 (600-2)

REIL Rwy 12 and 30					
MIRL Rwy 12-30					
Knots	60	90	120	150	180
Min:Sec					

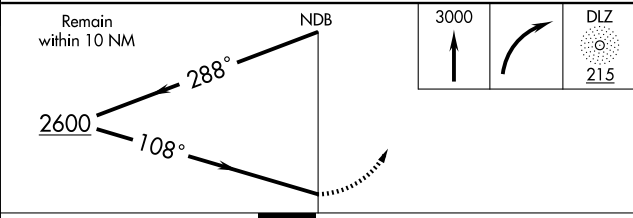
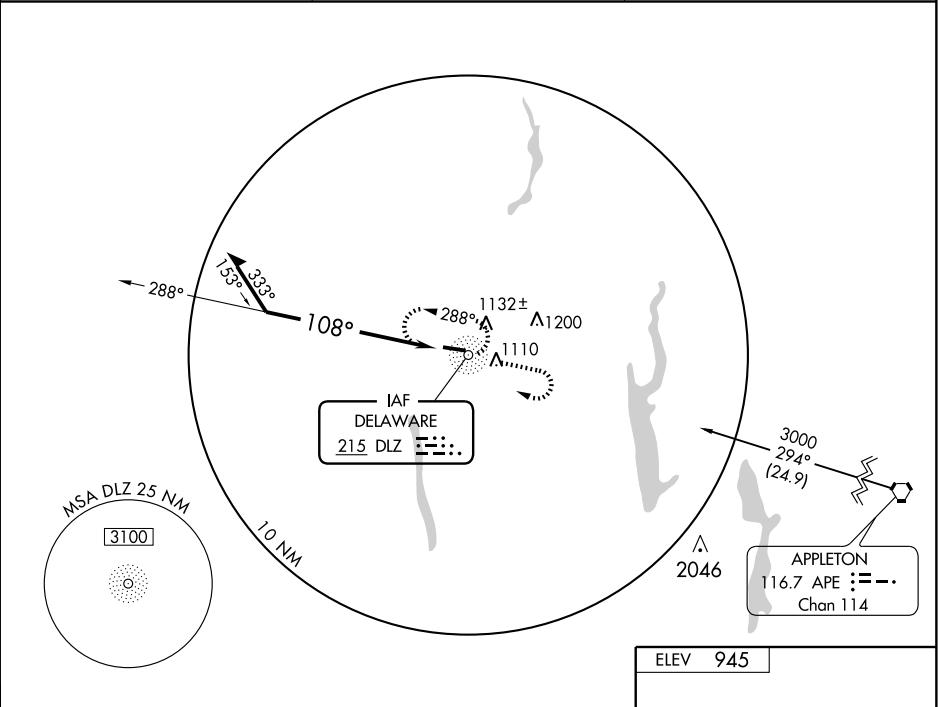
NDB DLZ	APP CRS	Rwy Idg	5000
215	108°	TDZE	944
		Apt Elev	945

NDB RWY 10
DELAWARE MUNI (DLZ)



MISSED APPROACH: Climb to 3000 then right turn direct DLZ NDB and hold.

AWOS-3 119.025	COLUMBUS APP CON 120.2 317.775	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-10	1520-1	576 (600-1)	1520-1½ 576 (600-1½)	1520-1¾ 576 (600-1¾)
CIRCLING	1520-1	576 (600-1)	1520-1½ 575 (600-1½)	1520-2 575 (600-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-10	1580-1	636 (700-1)	1580-1¾ 636 (700-1¾)	1580-2 636 (700-2)
CIRCLING	1580-1	635 (700-1)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)

ELEV 945

TDZE 944

101

5000 X 100

28

108° to DLZ NDB

REIL Rwy 10 and 28

MRL Rwy 10-28 0

Knots

60

90

120

150

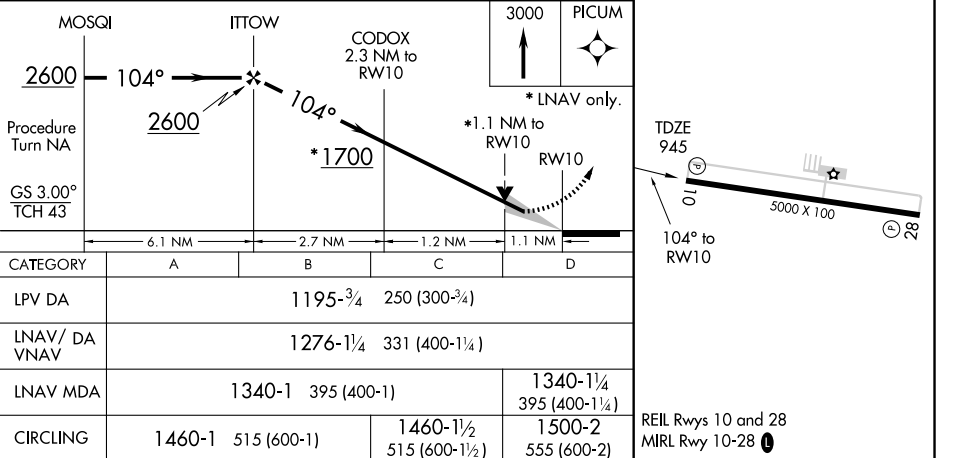
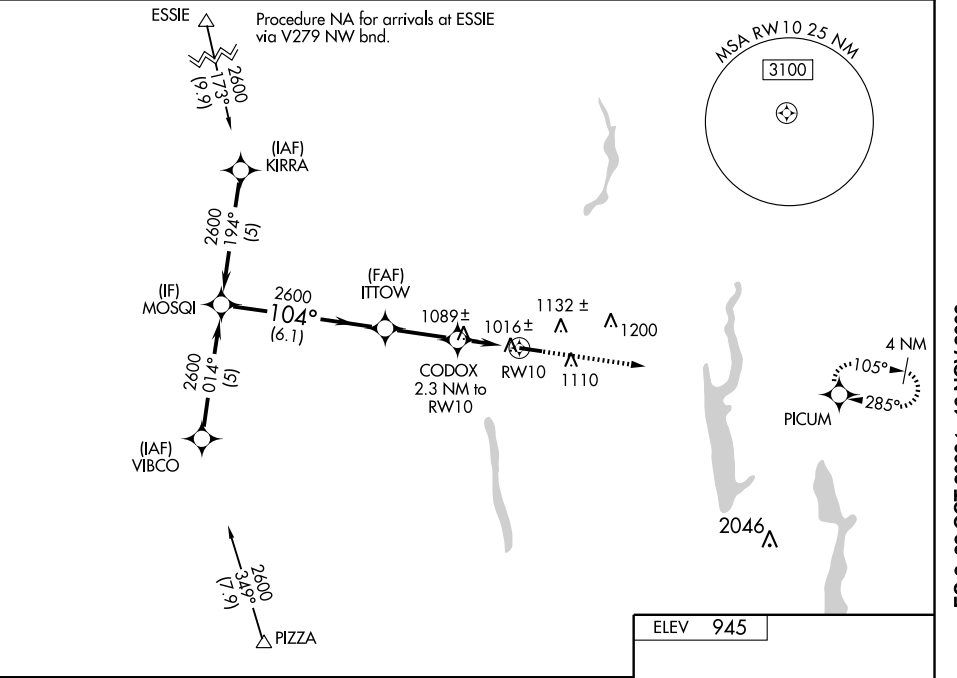
180

Min:Sec

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct PICUM and hold.

AWOS-3 119.025	COLUMBUS APP CON 120.2 317.775	UNICOM 122.7 (CTAF) 0
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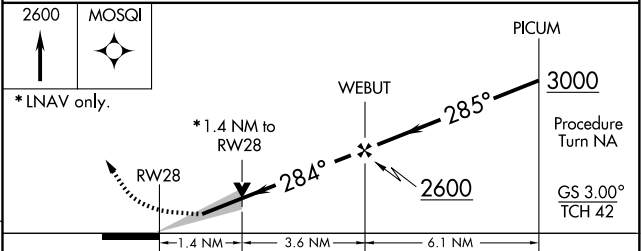
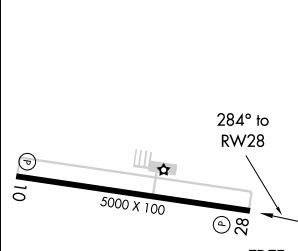
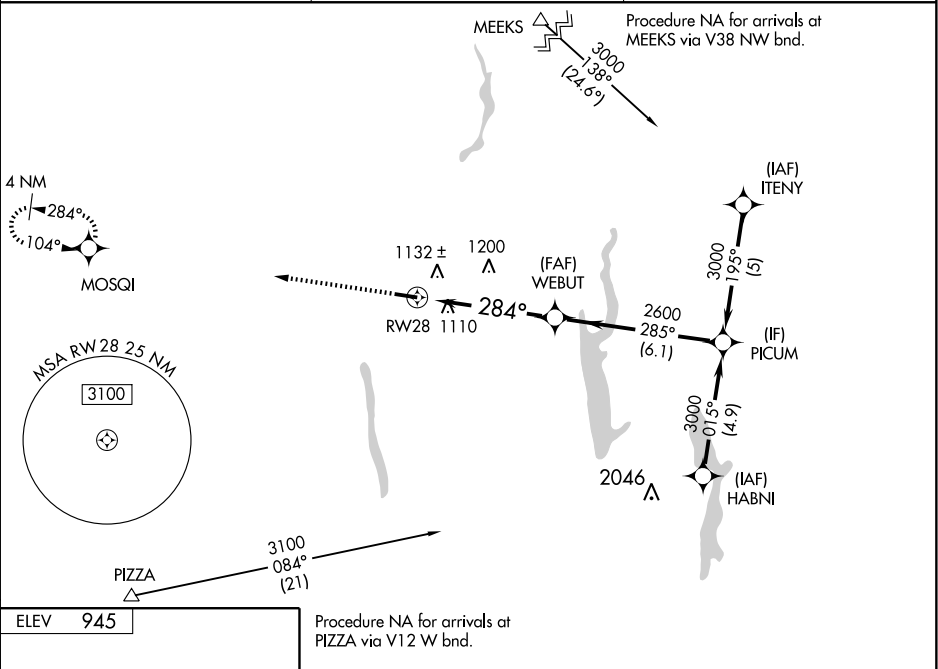
WAAS CH 50506 W28A	APP CRS 284°	Rwy Idg TDZE Apt Elev	5000 945 945
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RNAV (GPS) RWY 28
DELAWARE MUNI (DLZ)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ½ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

▲ MISSED APPROACH: Climb to 2600 direct MOSQI and hold.

AWOS-3 119.025	COLUMBUS APP CON 120.2 317.775	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	1210-1 265 (300-1)			
LNAV/ DA VNAV	1459-1¾ 514 (600-1¾)			
LNAV MDA	1420-1 475 (500-1)	1420-1¼ 475 (500-1¼)	1420-1½ 475 (500-1½)	
CIRCLING	1460-1 515 (600-1)	1460-1½ 515 (600-1½)	1500-2 555 (600-2)	

VORTAC APE

116.7

Chan 114

APP CRS

294°

Rwy Idg

5000

TDZE

945

Apt Elev

945

VOR RWY 28

DELAWARE MUNI (DLZ)

▼

NA

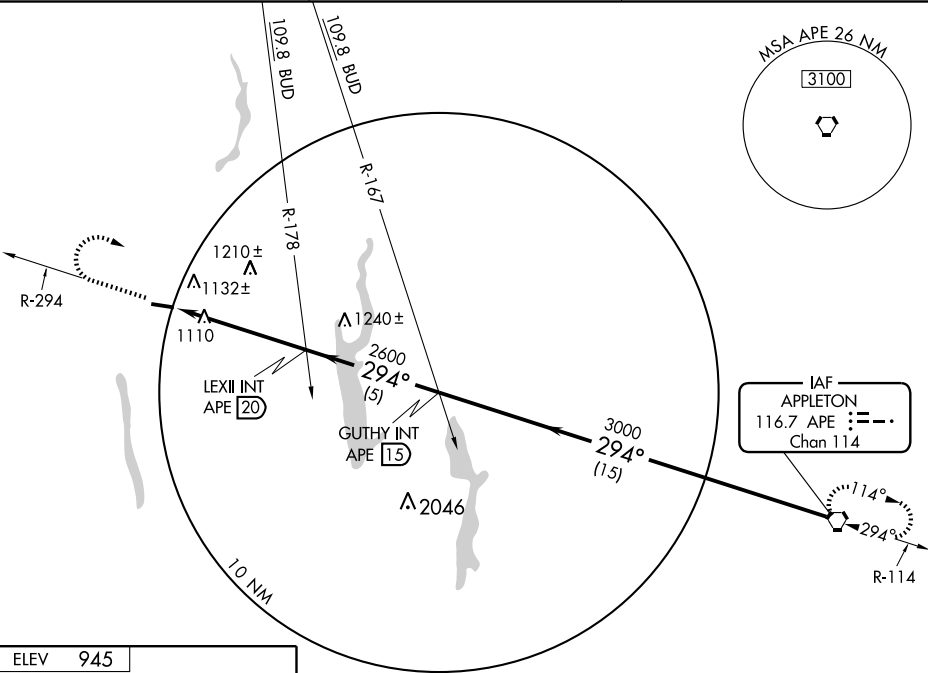
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

AWOS-3
119.025

COLUMBUS APP CON
120.2 317.775

UNICOM
122.7 (CTAF) 0



ELEV 945

10

5000 X 100

294° 5 NM from FAF

TDZE 945

REIL Rwy 10 and 28

MIRL Rwy 10-28 0

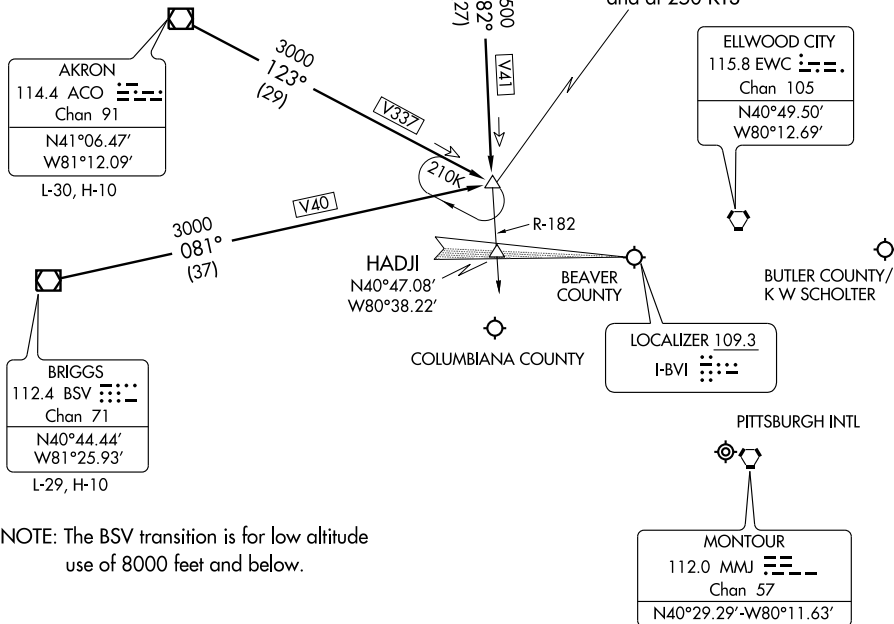
	<div>3000</div> <div>↑</div>	<div>APE</div> <div>116.7</div>		
	<div>2600</div> <div>3.04°</div> <div>TCH 45</div>	<div>LEXII INT APE 20</div>	<div>GUTHY INT APE 15</div>	<div>VORTAC</div>
	<div>5 NM</div>	<div>5 NM</div>	<div>15 NM</div>	<div>3000</div> <div>294°</div> <div>Procedure Turn NA</div>
CATEGORY	A	B	C	D
S-28	1520-1 575 (600-1)	1520-1¼ 575 (600-¼)	1520-1½ 575 (600-½)	1520-1¾ 575 (600-¾)
CIRCLING	1520-1 575 (600-1)	1520-1¼ 575 (600-¼)	1520-1½ 575 (600-½)	1520-2 575 (600-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-28	1580-1 635 (700-1)	1580-1¼ 635 (700-¼)	1580-1¾ 635 (700-¾)	1580-2 635 (700-2)
CIRCLING	1580-1 635 (700-1)	1580-1¼ 635 (700-¼)	1580-1¾ 635 (700-¾)	1580-2 635 (700-2)

PITTSBURGH APP CON
121.25 337.4
BEAVER COUNTY ATIS
118.35
PITTSBURGH INTL ATIS
APR 127.25
BUTLER COUNTY/
KW SCHOLTER FIELD
AWOS-3 133.825

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86'
W80°40.48'
L-30, H-10

CUTTA
N40°52.58'-W80°38.59'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

PIT WEST FLOW:
Expect clearance to cross at 10,000'
PIT EAST FLOW:
Expect clearance to cross at 10,000'
and at 250 KTS



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

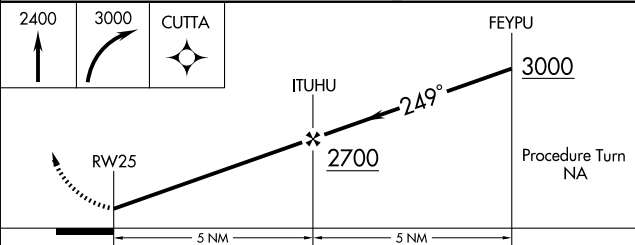
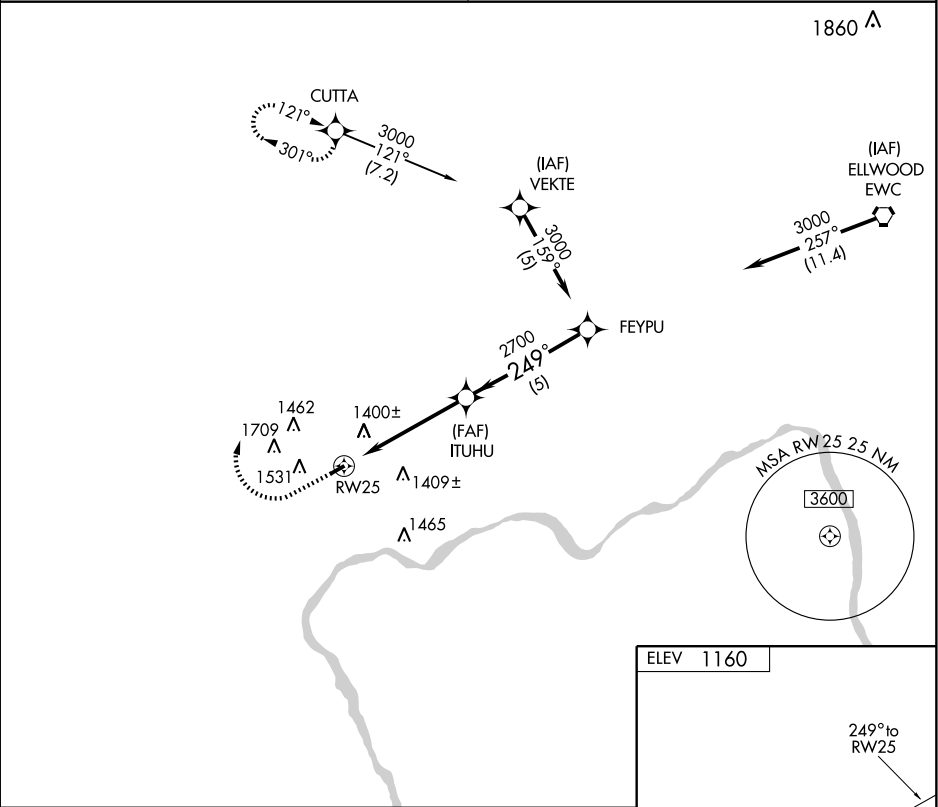
GPS RWY 25

EAST LIVERPOOL/COLUMBIANA COUNTY (N2G)

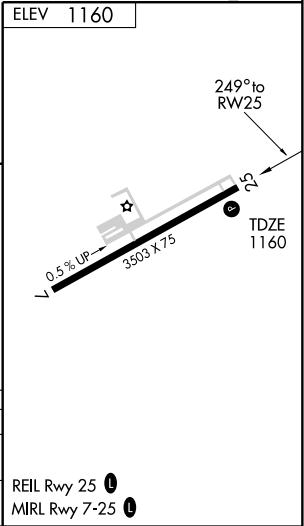
APP CRS	Rwy Idg	3503
249°	TDZE	1160
	Apt Elev	1160

<div><div>▼</div><div>▲ NA</div></div> <div>Use Pittsburgh Intl altimeter setting.</div>	MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct CUTTA WP and hold.
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PITTSBURGH APP CON 124.75 338.2	UNICOM 123.0 (CTAF) 0
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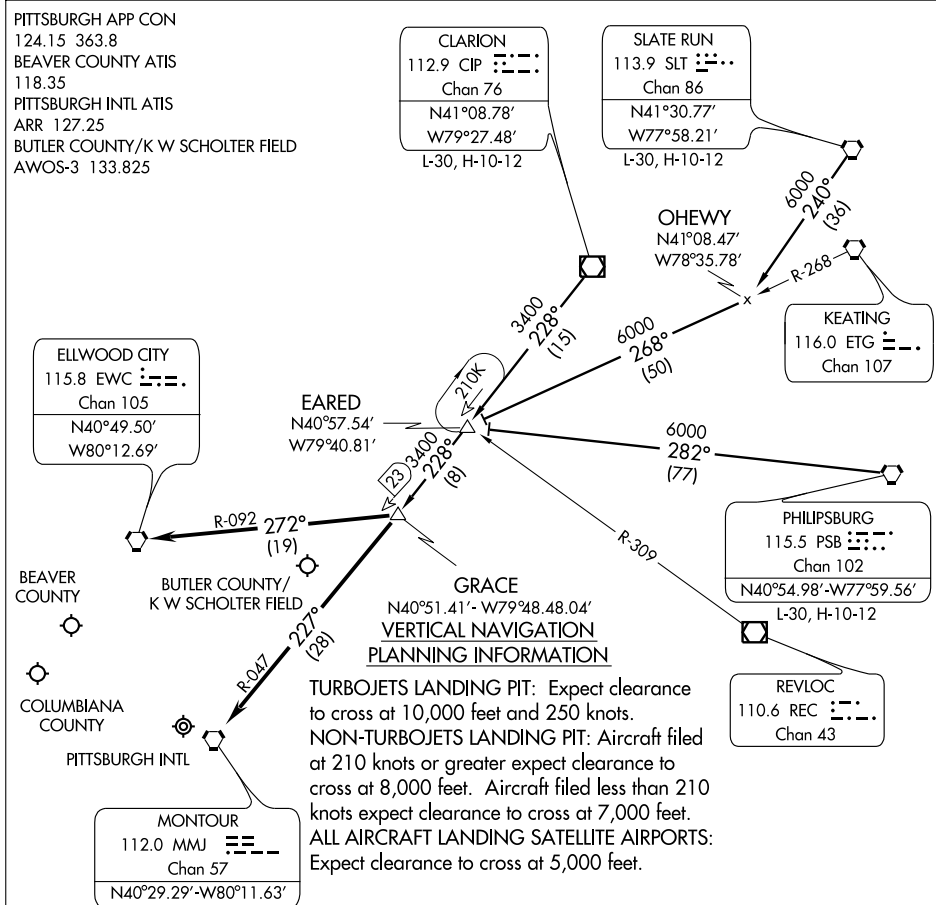


CATEGORY	A	B	C	D
S-25	1760-1 600 (600-1)		1760-1½ 600 (600-1½)	NA
CIRCLING	1920-1 760 (800-1)	1920-1¼ 760 (800-1¼)	1920-2¼ 760 (800-2¼)	NA



GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.

Direct EWC, direct Beaver County.

Direct EWC, direct Bulter County/K W Scholter Field.

Direct EWC, direct Columbiana County.

VOR RWY 25

EAST LIVERPOOL/COLUMBIANA COUNTY (N2G)

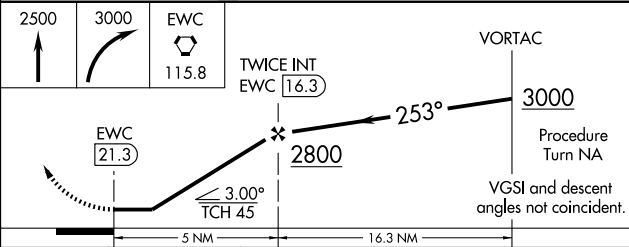
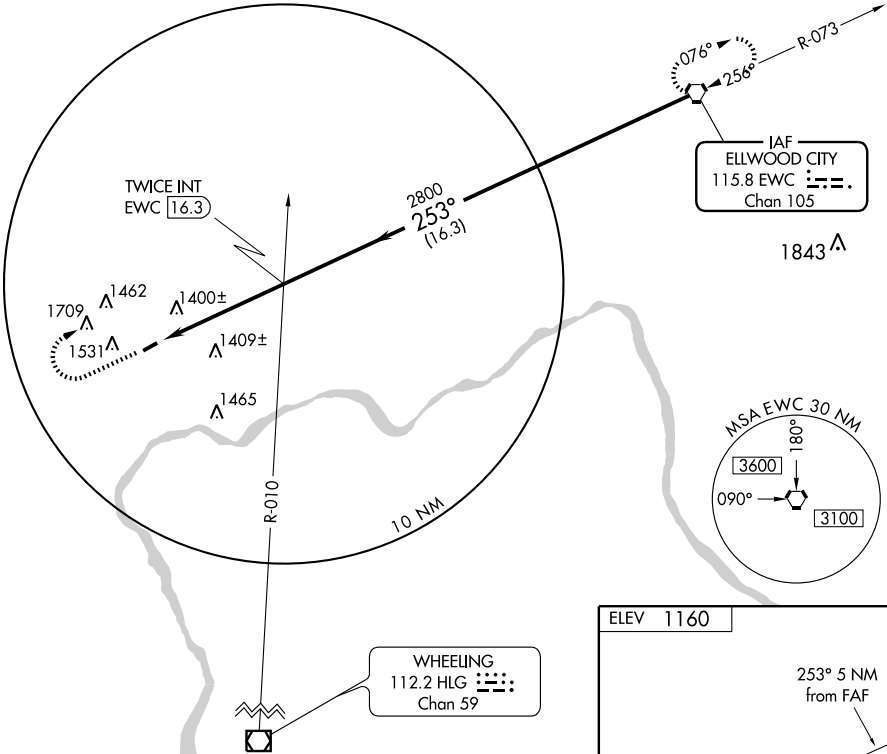
VORTAC EWC	APP CRS	Rwy Idg	3503
115.8	253°	TDZE	1160
Chan 105		Apt Elev	1160

Use Pittsburgh Intl altimeter setting.

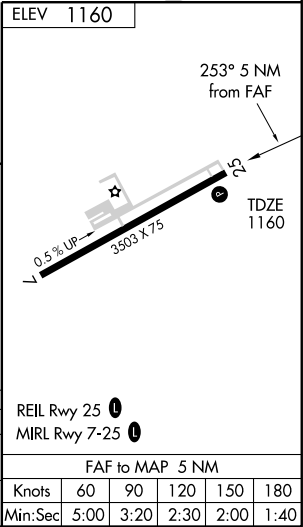
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EWC VORTAC and hold.

PITTSBURGH APP CON
124.75 338.2

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-25	1840-1 680 (700-1)	1840-1¼ 680 (700-1¼)	1840-2 680 (700-2)	NA
CIRCLING	1940-1 780 (800-1)	1940-1¼ 780 (800-1¼)	1940-2¼ 780 (800-2¼)	NA



REIL Rwy 25 0
MRL Rwy 7-25 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CLEVELAND DEP CON
126.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

- Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
- Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.
Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

TAKE-OFF MINIMUMS:

- Rwy 9: ATC climb of 240 feet per NM to 2800'.
- Rwy 27: ATC climb of 250 feet per NM to 2800'.

ALPHE
△

3000
324°
(99)

HUDDZ

3000
*2200

△

AMRST
△

3000

N

NOTE: DME/DME/IRU or GPS required
NOTE: RNAV 1
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

AMRST TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition).
Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2,CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2,VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

CLEVELAND DEP CON
126.35 346.325

TAKE-OFF MINIMUMS:
Rwys 9, 27: STANDARD.

NOTE: RADAR REQUIRED

CARLETON
115.7 CRL
Chan 104
N42°02.88'-W83°27.46'
L-28, H-10

WATERVILLE
113.1 VWV
Chan 78
N41°27.09'
W83°38.32'
L-28, H-10

SANDUSKY
109.2 SKY
Chan 29

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

HUDDZ
N41°18.68'
W82°30.59'

AMRST
N41°14.70'
W82°59.33'

TAKE-OFF OBSTACLES:

- Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
- Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.
Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.



R-159

7000
339°
(53)

R-115

3000
*2200
295°
(32)

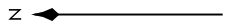
R-142

265°
(22)

265°
(16)

38

3000

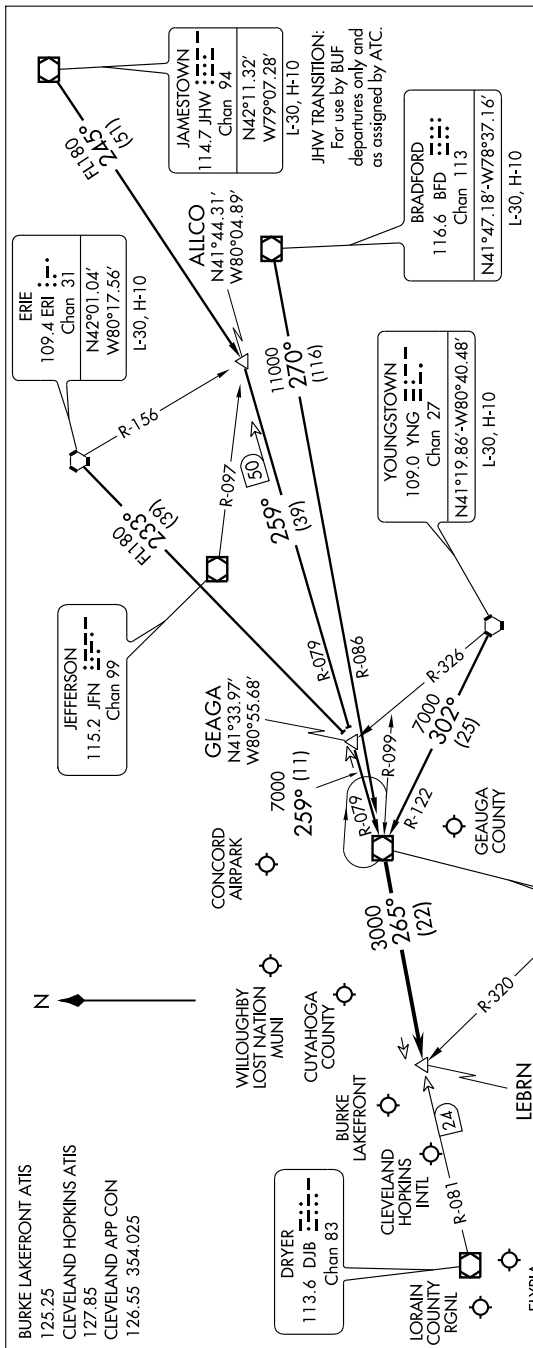


NOTE: Chart not to scale.

CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION [BFD.CXR2]: From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence
 ERIE TRANSITION [ERI.CXR2]: From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence
 JAMESTOWN TRANSITION [JHW.CXR2]: (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence
 YOUNGSTOWN TRANSITION [YNG.CXR2]: From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence

..... From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

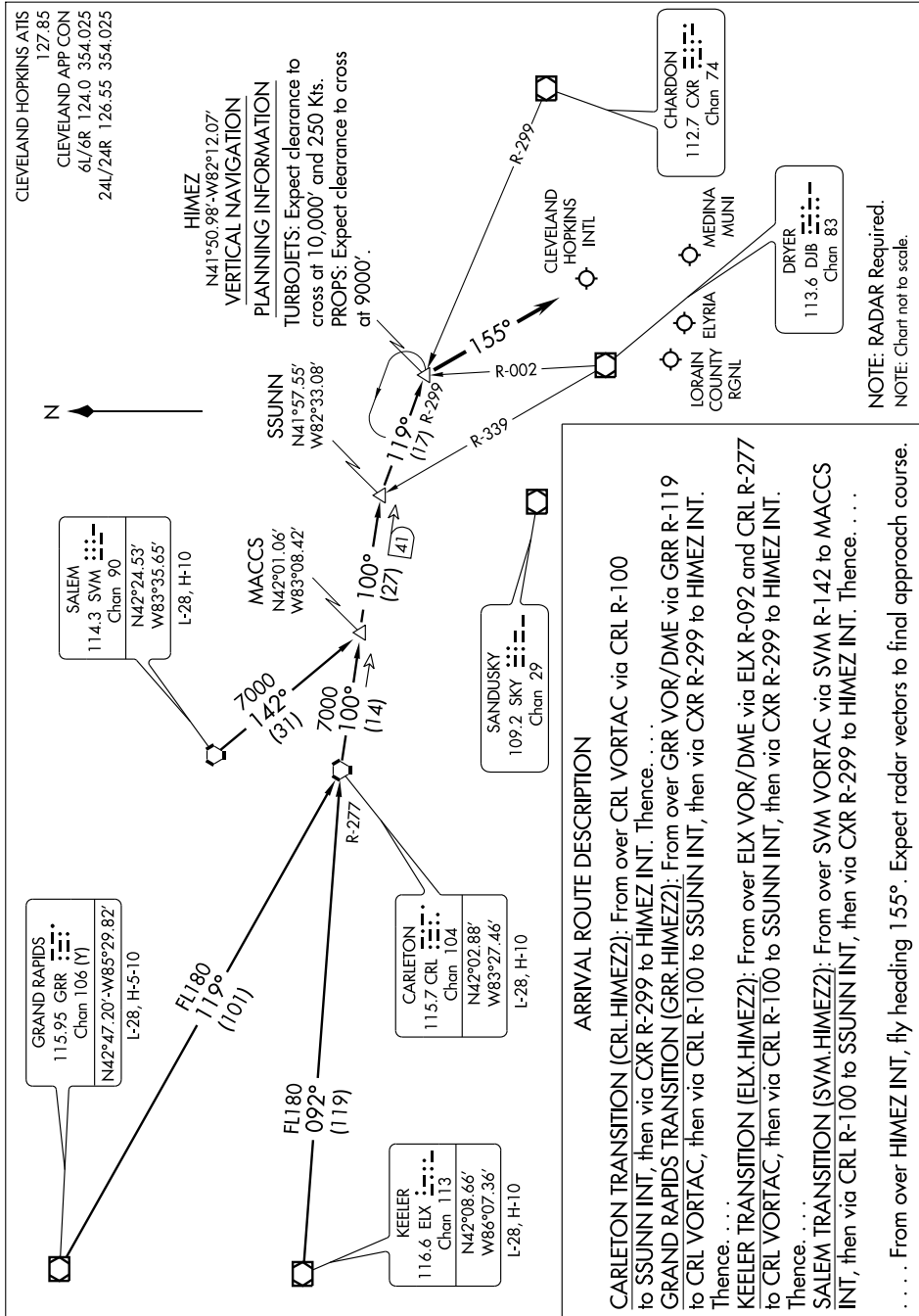
NOTE: Chart not to scale.

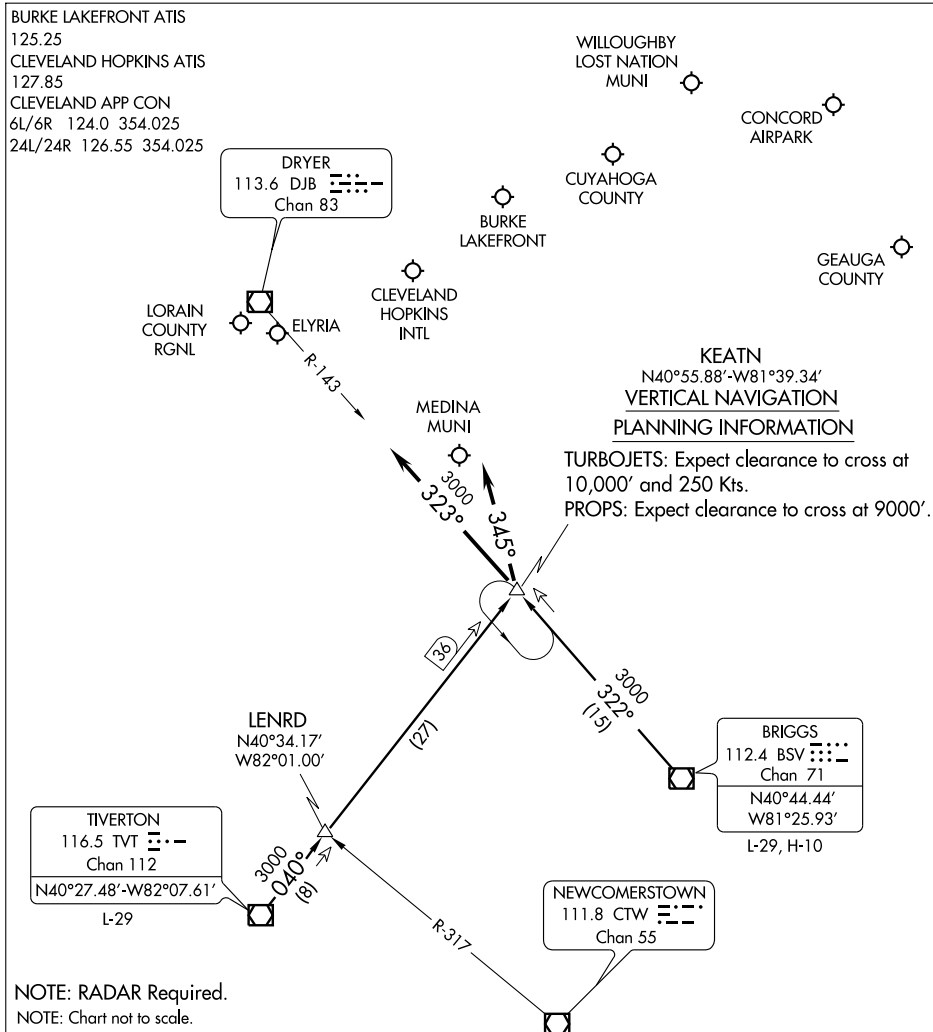
EC-2 22 OCT 2009 to 19 NOV 2009

HIMEZ TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO





ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence. . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence. . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.

Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.

Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.

Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

SANDUSKY TWO DEPARTURE

CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence....
.... or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to
SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.
CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292
to FILUP INT, then via CRL R-160 to CRL VORTAC.

CARLETON 115.7 CRL
Chan 104
N42°02.89'
W83°27.46'

L-28, H-10

SANDUSKY 109.2 SKY
Chan 29
N41°26.07'
W82°39.29'

L-30

FILUP

N41°33.99'

W83°11.14'

DRYER 113.6 DJB
Chan 83
N41°21.48'
W82°09.72'

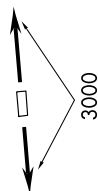
L-30, H-10

N



TAKE-OFF MINIMUMS:
Rwy 9, 27 STANDARD

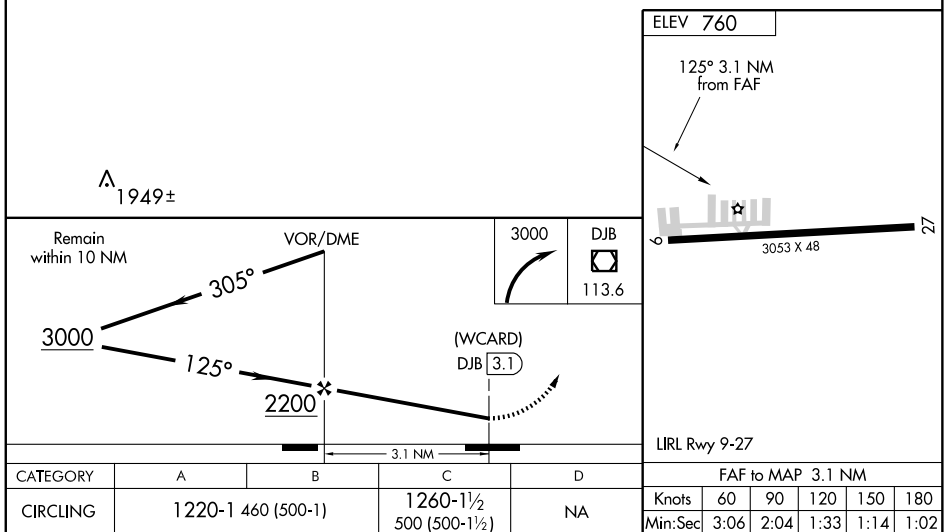
TAKE-OFF OBSTACLES:

Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.
Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.



NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

  NA	Use Cleveland Hopkins Intl altimeter setting.		MISSED APPROACH: Climbing right turn to 3000 direct DJB VOR/DME and hold.	
	CLEVELAND APP CON 126.35 354.025	CLNC DEL 125.7	UNICOM 122.8 (CTAF)	





ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

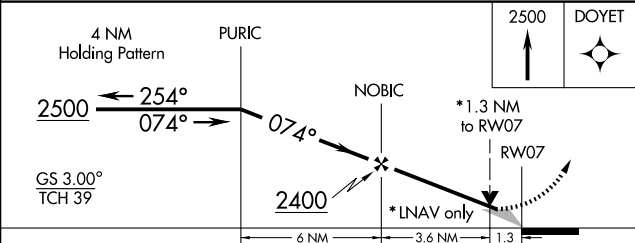
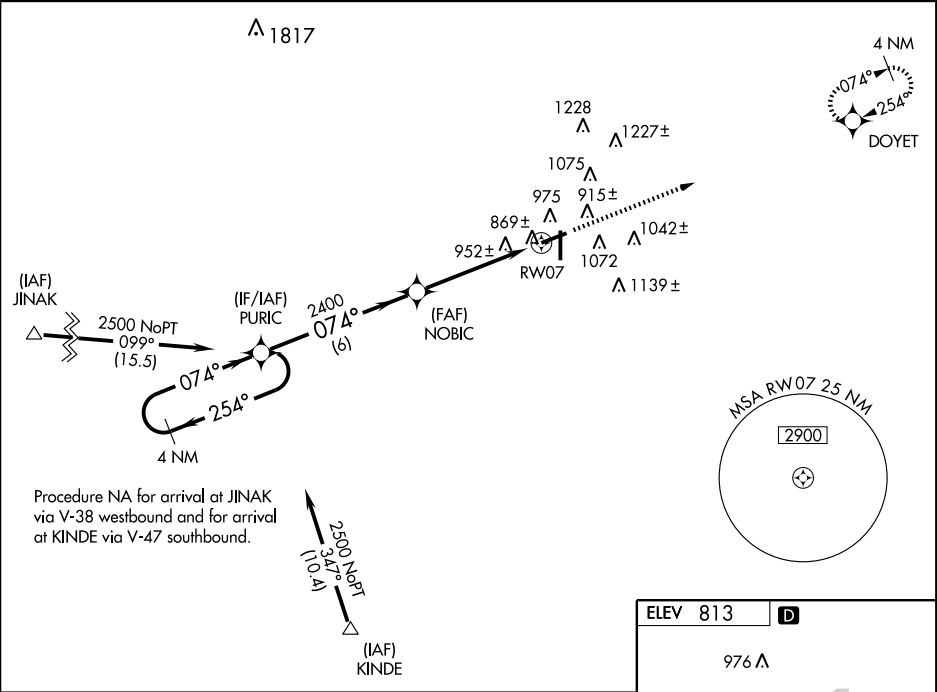
. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

RNAV (GPS) RWY 7
FINDLAY (FDY)

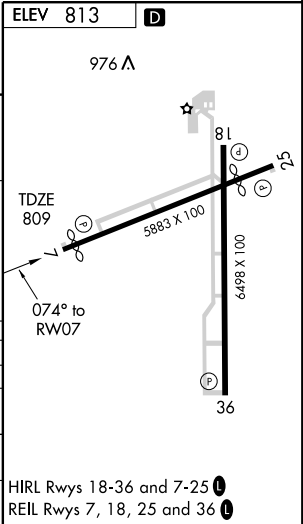
APP CRS	Rwy Idg	4558
074°	TDZE	809
	Apt Elev	813

<p>▼</p> <p>▲ NA</p>	<p>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F) If local altimeter setting not received, use Lima Allen County altimeter setting and increase DA to 1280 feet, increase all MDAs 80 feet. Baro-VNAV and VDP NA with Lima Allen County altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2500 direct DOYET WP and hold.</p>
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ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 122.725 (CTAF) 0
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CATEGORY	A	B	C	D
GLS PA DA				
LNAV/VNAV DA		1200-1½	391 (400-1½)	
LNAV MDA	1260-1	451 (500-1)	1260-1½ 451 (500-1½)	1260-1½ 451 (500-1½)
CIRCLING	1440-1½	627 (700-1½)	1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)



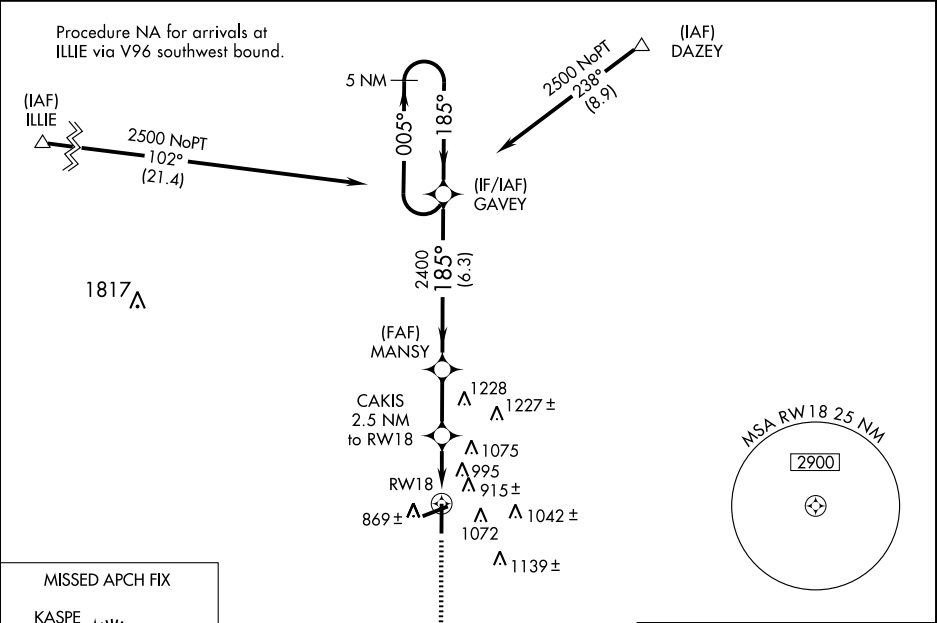
WAAS CH 70405 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	6498 813 813
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RNAV (GPS) RWY 18
FINDLAY (FDY)

⚠ If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP and Baro-VNAV NA when using Lima Allen County altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct KASPE and hold.

ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 122.725 (CTAF) 0
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2600 KASPE

CAKIS 2.5 NM to RW18

MANSY

GAVEY

5 NM Holding Pattern

005° → 2500

← 185°

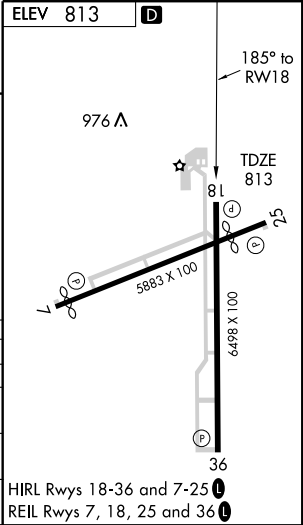
GS 3.00° TCH 43

1640*

2400

1.4 1.1 NM 2.3 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	1063-1 250 (300-1)			
LNAV/VNAV DA	1320-1 3/4 507 (600-1 3/4)			
LNAV MDA	1300-1 487 (500-1)	1300-1 1/4 487 (500-1 1/4)	1300-1 1/2 487 (500-1 1/2)	
CIRCLING	1440-1 627 (700-1)	1440-1 3/4 627 (700-1 3/4)	1440-2 627 (700-2)	



WAAS CH 56405 W25A	APP CRS 254°	Rwy Idg TDZE Apt Elev	4558 812 813
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RNAV (GPS) RWY 25
FINDLAY (FDY)

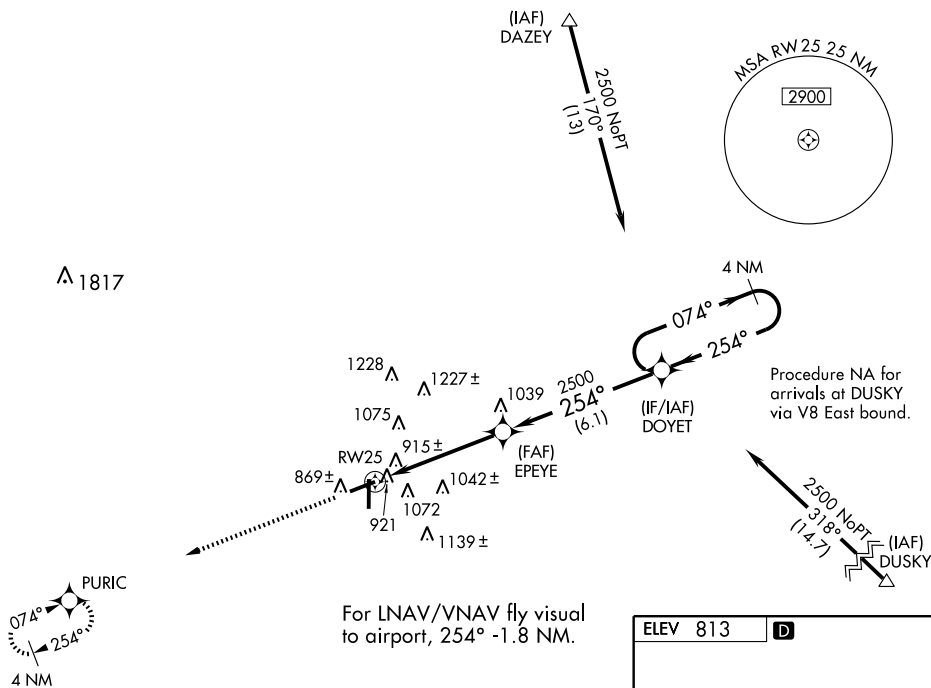
▼ If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. **▲** VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 direct PURIC and hold.

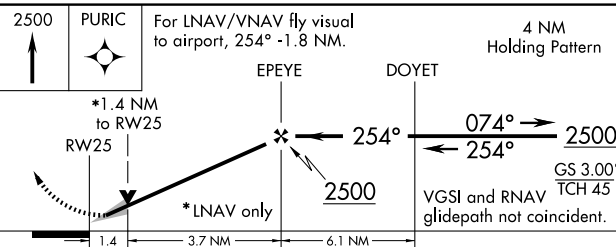
ASOS
124.425

TOLEDO APP CON
120.8 317.55

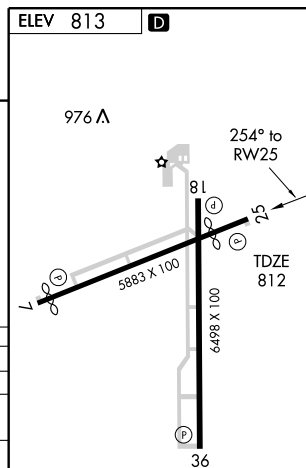
UNICOM
122.725 (CTAF) **L**



EC-2, 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
LPV DA		1116-1	304 (400-1)	
LNAV/ VNAV DA		1411-2	599 (600-2)	
LNAV MDA	1280-1	468 (500-1)	1280-1½ 468 (500-1½)	1280-1½ 468 (500-1½)
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)



HIRL Rwy 18-36 and 7-25 **L**
REIL Rwy 7, 18, 25 and 36 **L**

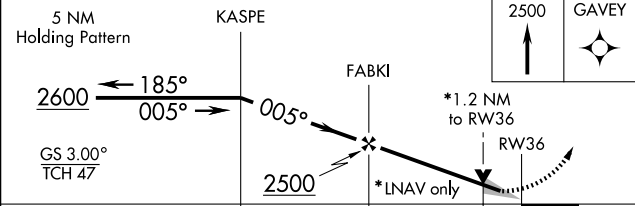
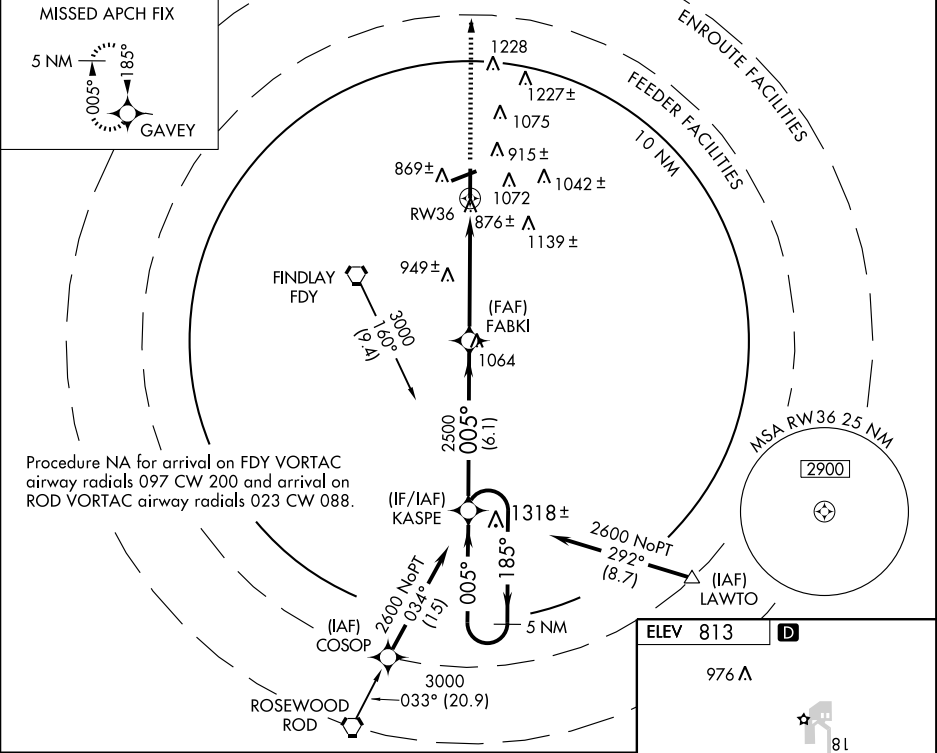
WAAS CH 72705 W36A	APP CRS 005°	Rwy Idg TDZE Apt Elev 6498 808 813
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RNAV (GPS) RWY 36
FINDLAY (FDY)

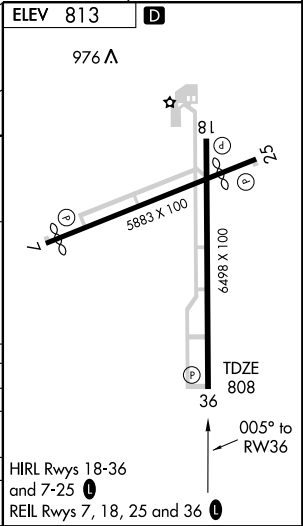
▼ If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 direct GAVEY and hold.

ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 122.725 (CTAF) 0
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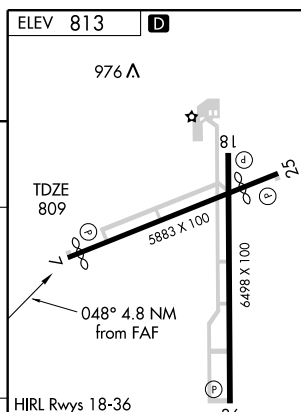
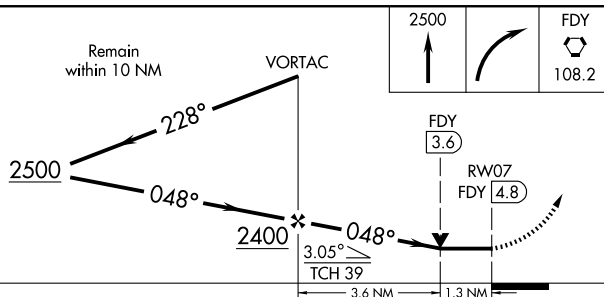
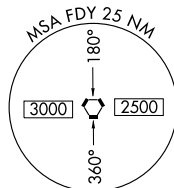
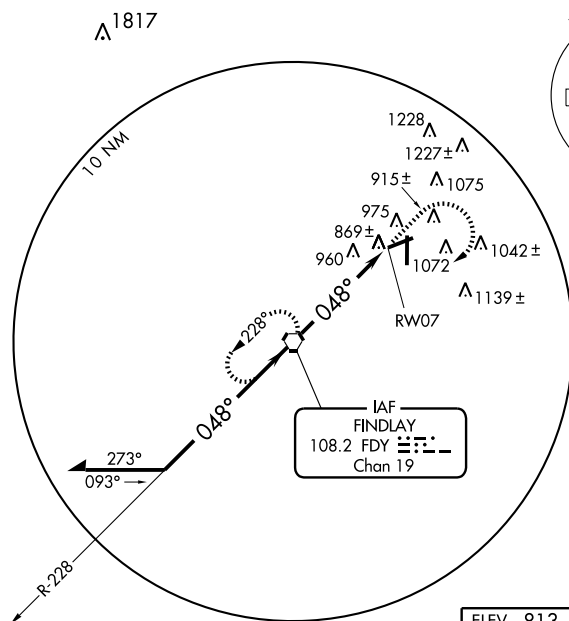
CATEGORY	A	B	C	D
LPV DA	1106-1 298 (300-1)			
LNAV/VNAV DA	1229-1½ 421 (500-1½)			
LNAV MDA	1220-1 412 (500-1)	1220-1¼ 412 (500-1¼)		
CIRCLING	1440-1 627 (700-1)	1440-1¾ 627 (700-1¾)		1440-2 627 (700-2)



MISSED APPROACH: Climb to 2500 then right turn direct FDY VORTAC and hold.

TOLEDO APP CON
120.8 317.55

UNICOM
122.725 (CTAF) **L**

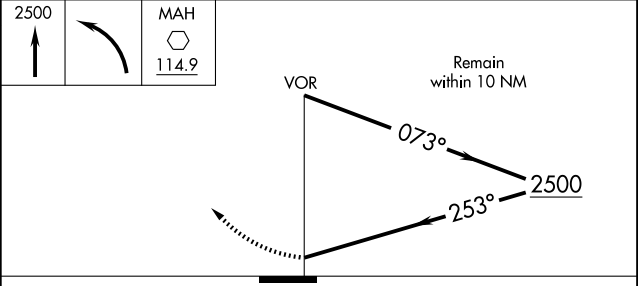
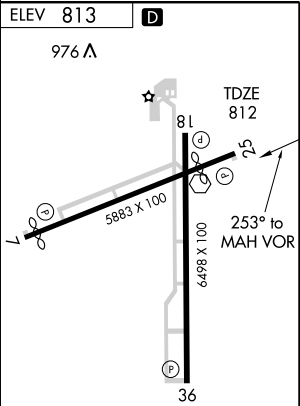
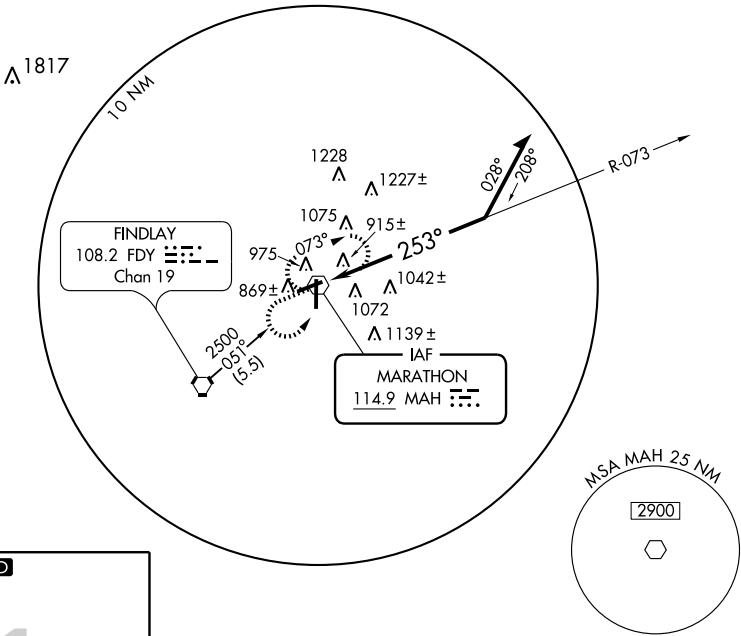


CATEGORY	A	B	C	D	and 7-25 ①	36
S-7	1260-1	451 (500-1)	1260-1¼ 451 (500-1¼)	1260-1½ 451 (500-1½)	REIL Rwy's 7, 18, 25 and 36 ①	
					FAF to MAP	4.8 NM
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)	Knots	60 90 120 150 180
					Min:Sec	4:48 3:12 2:24 1:55 1:36

VOR RWY 25
FINDLAY (FDY)

VOR MAH 114.9	APP CRS 253°	Rwy Idg 4558 TDZE 812 Apt Elev 813
-------------------------	------------------------	---

<p>▼ If local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDAs 80 feet.</p> <p>▲ NA</p>		MISSED APPROACH: Climb to 2500 then left turn direct MAH VOR and hold.
ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 122.725 (CTAF) 0



HIRL Rwy 18-36 and 7-25
REIL Rwy 7, 18, 25 and 36

CATEGORY	A	B	C	D
S-25	1500-1	688 (700-1)	1500-2 688 (700-2)	1500-2¼ 688 (700-2¼)
CIRCLING	1500-1	687 (700-1)	1500-2 687 (700-2)	1500-2¼ 687 (700-2¼)

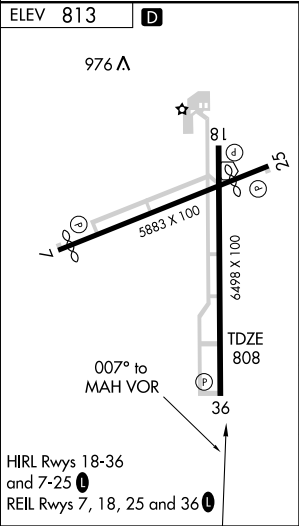
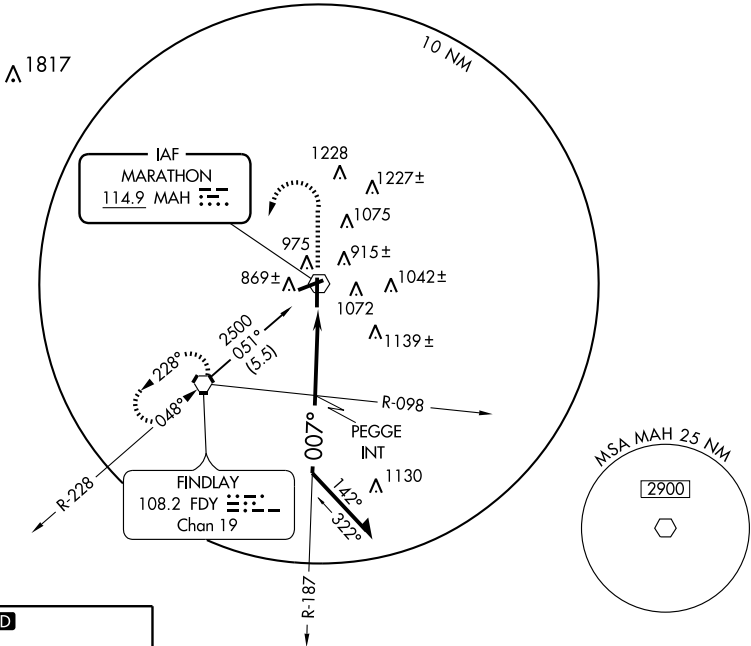
VOR RWY 36
FINDLAY (FDY)



VOR MAH 114.9	APP CRS 007°	Rwy Idg TDZE Apt Elev 6500 808 813
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When local altimeter setting not received, use Lima Allen County
altimeter setting and increase all MDA 80 feet and increase all
Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 then
left turn direct FDY VORTAC and hold.

ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 122.725 (CTAF) 0
------------------------	---------------------------------------	-----------------------------------



2500 ↑		FDY  108.2		
CATEGORY	A	B	C	D
S-36	1600-1 792 (800-1)	1600-1¼ 792 (800-1¼)	1600-2¼ 792 (800-2¼)	1600-2½ 792 (800-2½)
CIRCLING	1600-1 787 (800-1)	1600-1¼ 787 (800-1¼)	1600-2¼ 787 (800-2¼)	1600-2½ 787 (800-2½)
PEGGE FIX MINIMUMS				
S-36	1200-1 392 (400-1)			1200-1¼ 392 (400-1¼)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

NDB FZI	APP CRS	Rwy Idg	5005
379	268°	TDZE	752
		Apt Elev	752

NDB RWY 27

FOSTORIA METROPOLITAN (F⁷ZI)

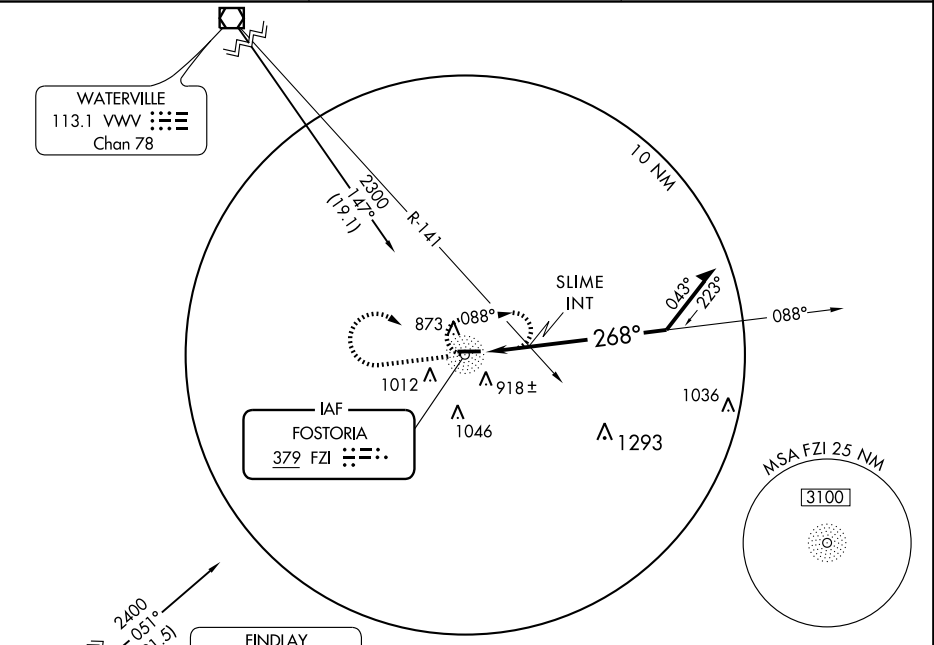
▼

▲ NA

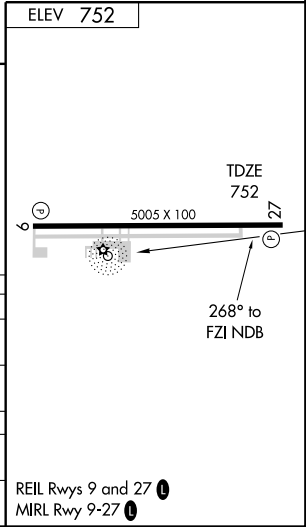
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Findlay alimeter setting and increase all MDA 60 feet, and increase all Cot C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 then right turn direct FZI NDB and hold.

AWOS-3 124.625	TOLEDO APP CON 126.1 307.0	UNICOM 122.7 (CTAF) 0
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2300	FZI 379	NDB	088°	2300	1380
↑	↻	↖	↘	↘	↘
SLIME INT					
2.97° TCH 40					
2.3 NM					
Remain within 10 NM					
VGSI and descent angles not coincident.					
CATEGORY	A	B	C	D	
S-27	1380-1	628 (700-1)	1380-1¼ 628 (700-1¼)	NA	
CIRCLING	1380-1	628 (700-1)	1380-1¼ 628 (700-1¼)	NA	
SLIME INT MINIMUMS					
S-27	1240-1	488 (500-1)	1240-1¼ 488 (500-1¼)	NA	
CIRCLING	1300-1 548 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA	



WAAS CH 56610 W27A	APP CRS 275°	Rwy Idg TDZE Apt Elev	5005 752 752
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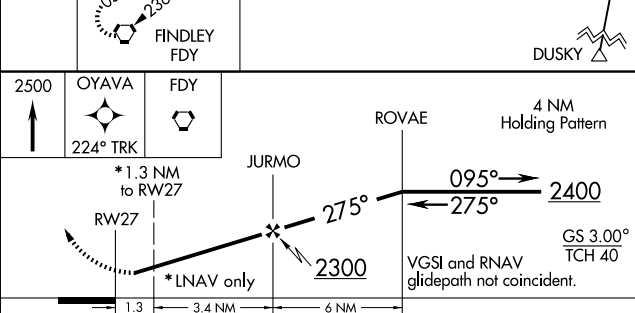
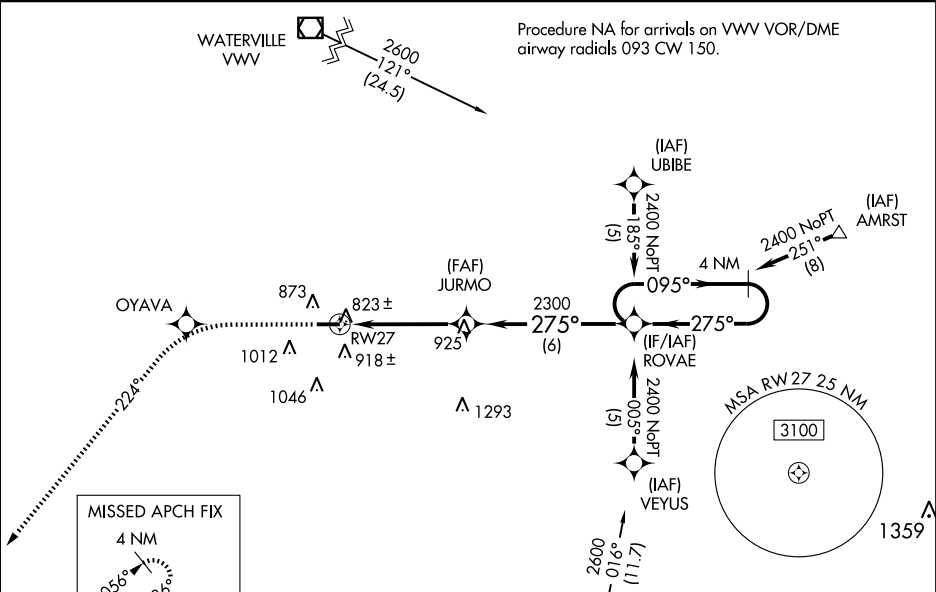
RNAV (GPS) RWY 27
FOSTORIA METROPOLITAN (F7ZI)

▼
▲ NA

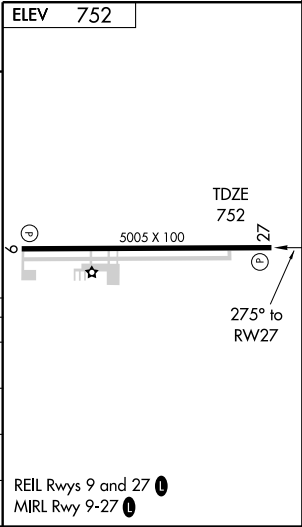
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV all Cats and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Findlay altimeter setting.

MISSED APPROACH: Climb to 2500 direct OYAVA and via 224° track to FDY VORTAC and hold.

AWOS-3 124.625	TOLEDO APP CON 126.1 307.0	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1036-1	284 (300-1)		NA
LNAV/VNAV DA	1161-1½	409 (500-1½)		NA
LNAV MDA	1180-1	428 (500-1)	1180-1¼ 428 (500-1¼)	NA
CIRCLING	1300-1 548 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA



VORTAC FDY 108.2 Chan 19	APP CRS 051°	Rwy Idg TDZE Apt Elev	N/A N/A 752
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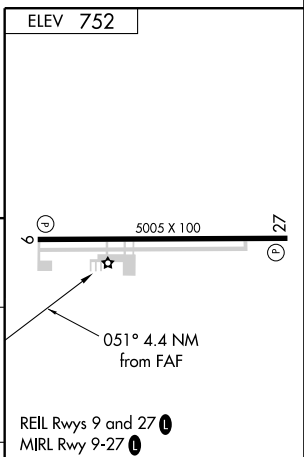
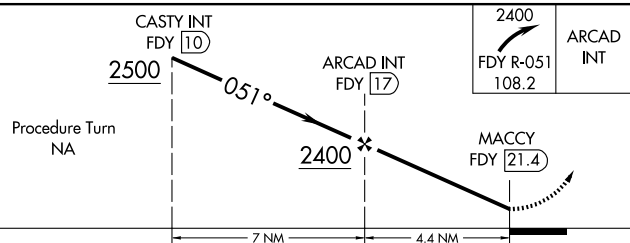
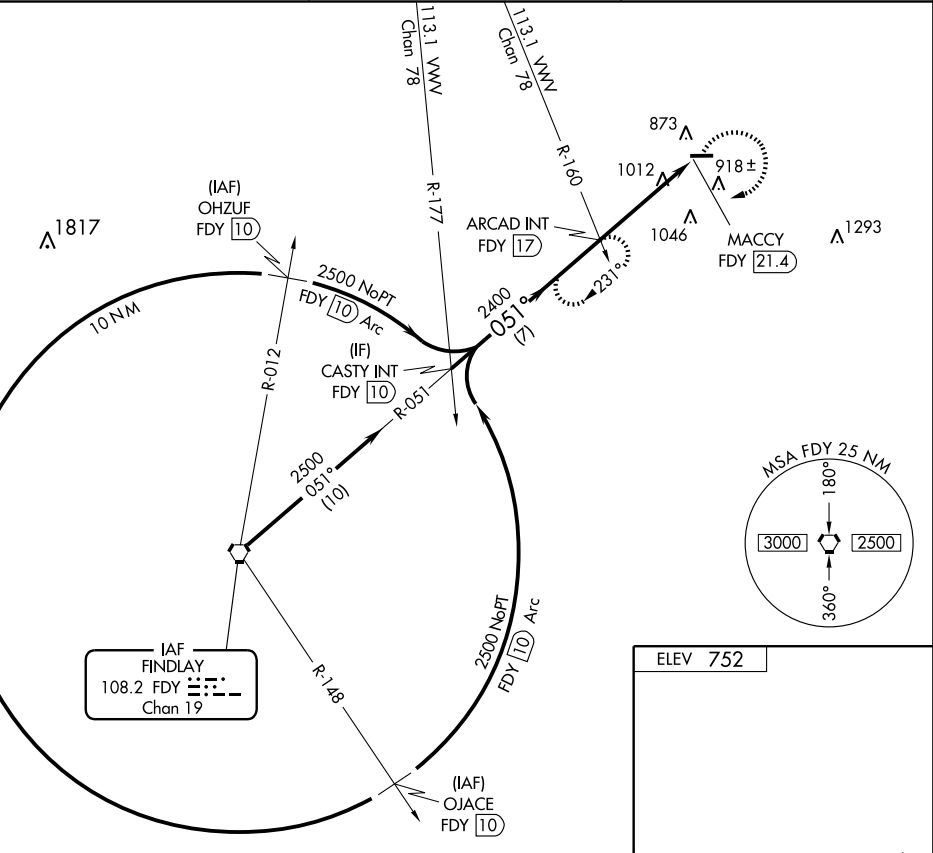
VOR-A
FOSTORIA METROPOLITAN (F⁷ZI)

▼ When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase all Cat C visibility ¼ mile.

▲ NA

MISSED APPROACH: Climbing right turn to 2400 via FDY VORTAC R-051 to ARCAD INT/FDY 17 DME and hold.

AWOS-3 124.625	TOLEDO APP CON 126.1 307.0	UNICOM 122.7 (CTAF) 0
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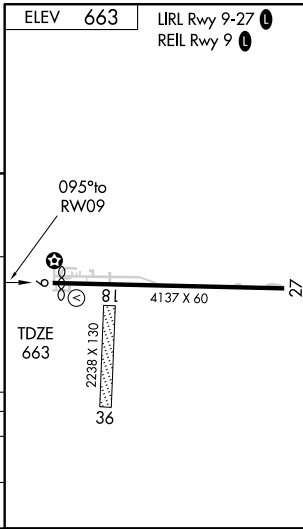
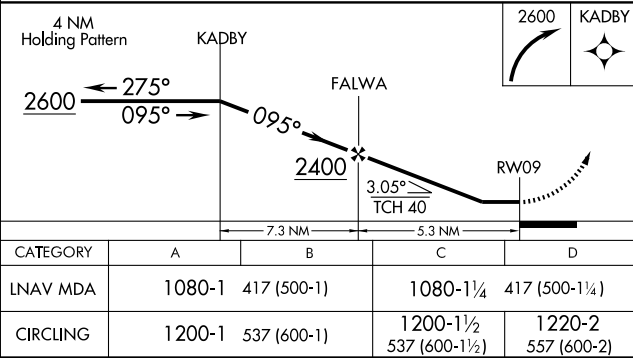
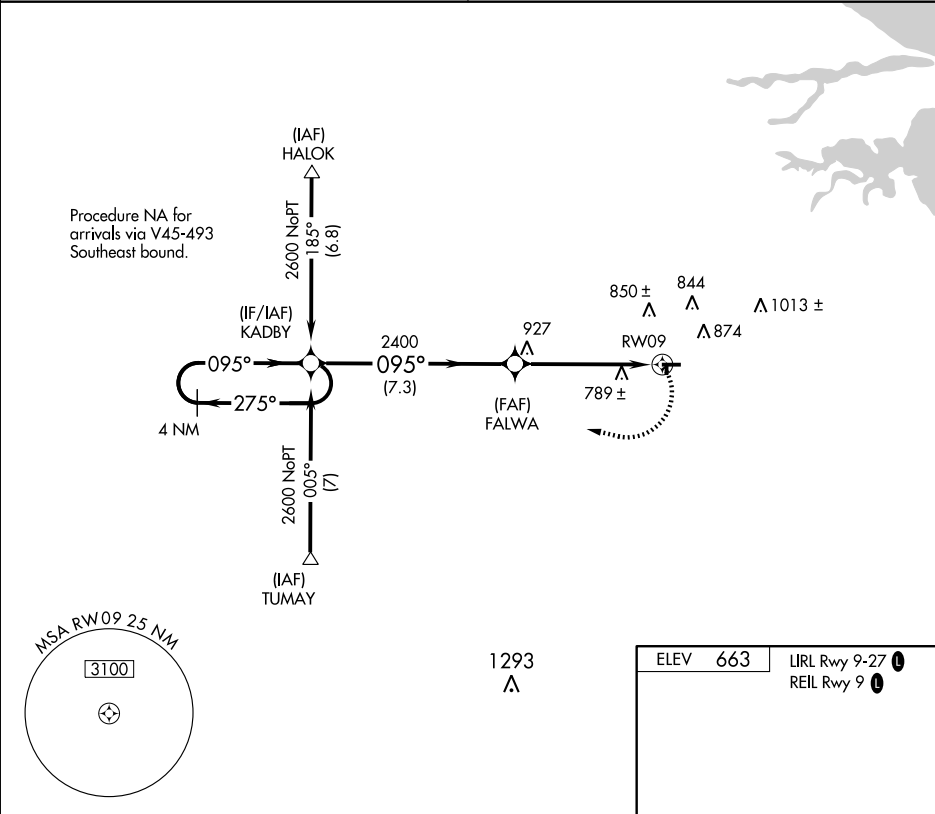
CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
CIRCLING	1400-1	1400-1¼	1400-1¾	NA	Knots	60	90	120	150	180
	648 (700-1)	648 (700-1¼)	648 (700-1¾)		Min:Sec	4:24	2:56	2:12	1:46	1:28

APP CRS	Rwy Idg	4011
095°	TDZE	663
	Apt Elev	663

RNAV (GPS) RWY 9
FREMONT (14G)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sandusky County Rgnl altimeter setting; when not received use Metcalf Field altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.	MISSED APPROACH: Climbing right turn to 2600 direct KADBY and hold.
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TOLEDO APP CON 126.1 307.0	UNICOM 122.8 (CTAF)
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VOR/DME VVWV	APP CRS	Rwy Idg	4011
113.1	110°	TDZE	663
Chan 78		Apt Elev	663

VOR RWY 9

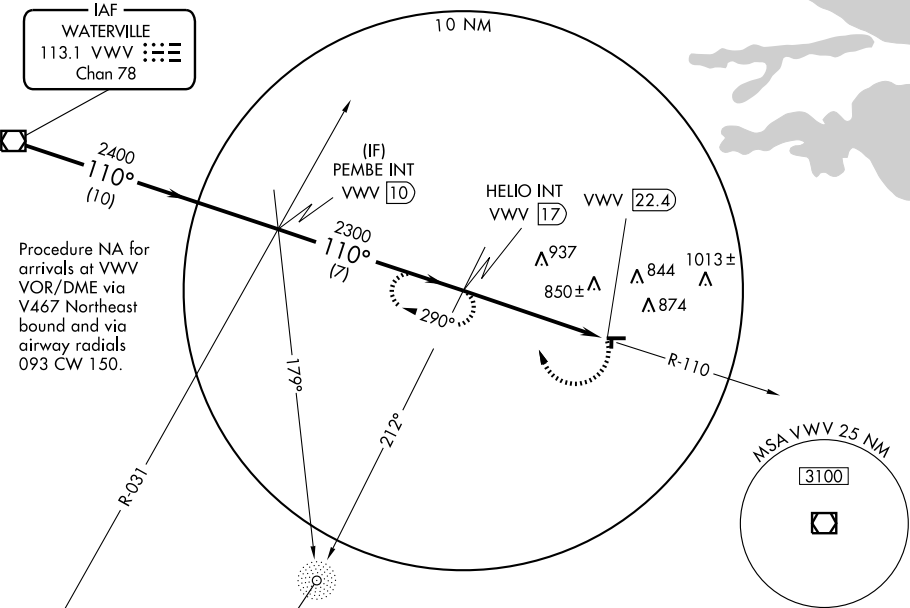
FREMONT (14G)

ADF or DME required. Use Sandusky County Rgnl altimeter setting; when not received, use Metcalf Field altimeter setting and increase all MDA 40 feet, increase S-9 Cats C and D and Circling Cat C visibility ¼ mile.

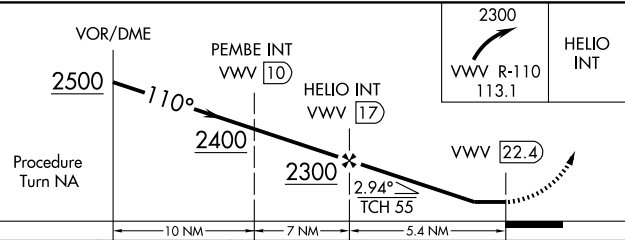
MISSED APPROACH: Climbing right turn to 2300 via VVWV VOR/DME R-110 to HELIO Int/VVWV 17 DME and hold.

TOLEDO APP CON
126.1 307.0

UNICOM
122.8 (CTAF) 0



ADF or DME REQUIRED



ELEV 663

110° 5.4 NM from FAF

TDZE 663

81

4137 X 60

27

2238 X 130

36

URL Rwy 9-27 0

REL Rwy 9 0

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

APP CRS	Rwy Idg	5500
067°	TDZE	665
	Apt Elev	665

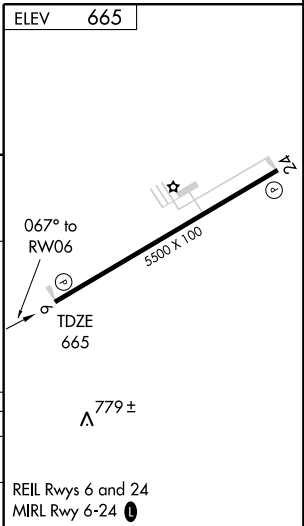
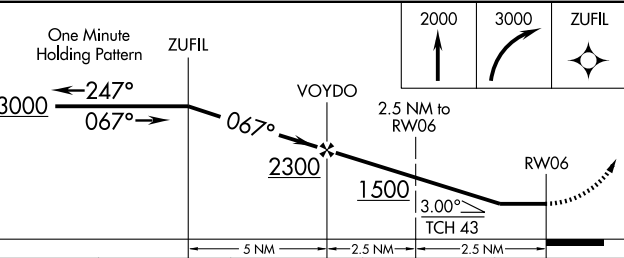
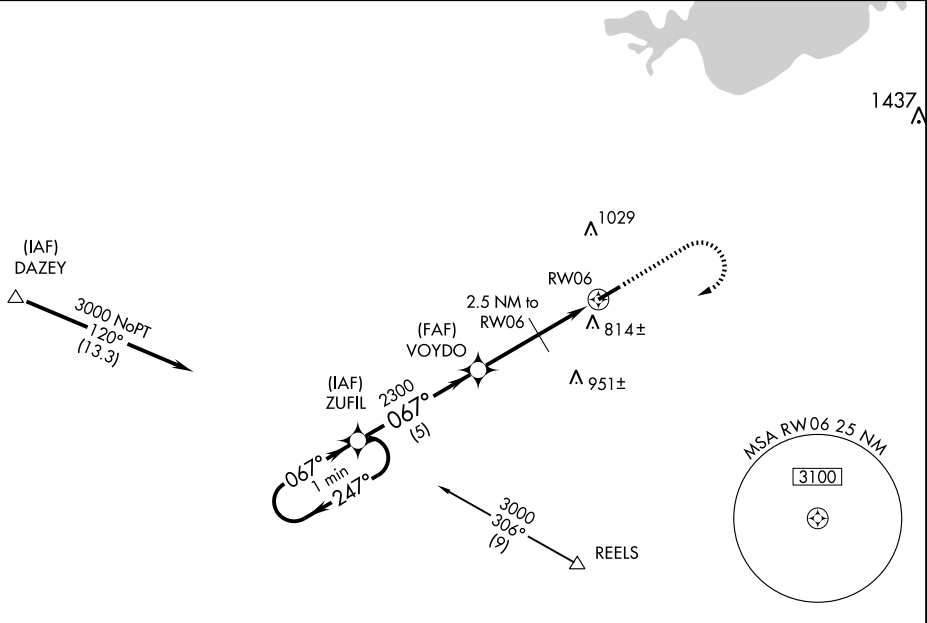
NA When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ZUFIL WP and hold.

AWOS-3
119.575

MANSFIELD APP CON
127.35 390.8 (360° - 180°)
TOLEDO APP CON
126.1 307.0 (180°-360°)

UNICOM
123.05 (CTAF) **0**



CATEGORY	A	B	C	D
S-6	1160-1 495 (500-1)		1160-1 ¼ 495 (500-1 ¼)	1160-1 ½ 495 (500-1 ½)
CIRCLING	1280-1 615 (700-1)		1280-1 ¾ 615 (700-1 ¾)	1480-2 ¾ 815 (900-2 ¾)

REIL Rwy 6 and 24
MIRL Rwy 6-24 **0**

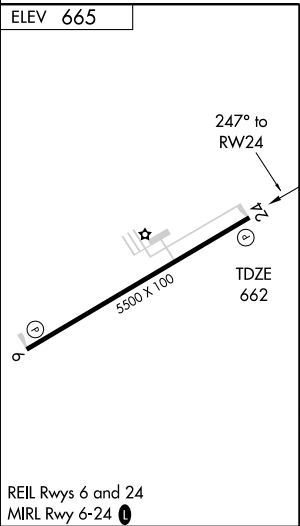
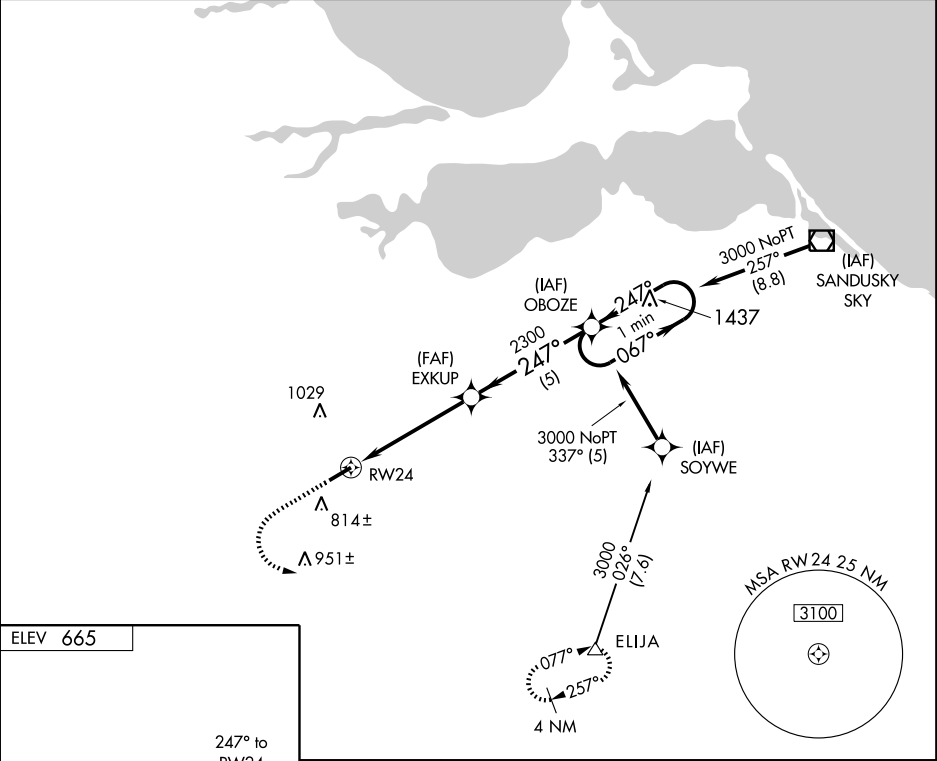
GPS RWY 24

FREMONT/ SANDUSKY COUNTY RGNL (S24)

APP CRS	Rwy Idg	5500
247°	TDZE	662
	Apt Elev	665

NA	When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 100 feet.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ELIJA and hold.
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AWOS-3 119.575	MANSFIELD APP CON★ 127.35 390.8 (360° - 180°) TOLEDO APP CON 126.1 307.0 (180° - 360°)	UNICOM 123.05 (CTAF) 0
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	2000	3000	ELIJA	
	↑	↻	△	
	RW24	EXKUP	OBOZE	One Minute Holding Pattern
	247°	247°	067°	3000
	2300			
	≤ 3.02°			
	TCH 42			
	5 NM	5 NM		
CATEGORY	A	B	C	D
S-24	1200-1	538 (600-1)	1200-1½ 538 (600-1½)	1200-1¾ 538 (600-1¾)
CIRCLING	1280-1	615 (700-1)	1280-1¾ 615 (700-1¾)	1480-2¾ 815 (900-2¾)

VOR/DME SKY	APP CRS	Rwy Idg	5500
109.2	249°	TDZE	662
Chan 29		Apt Elev	665

VOR/DME RWY 24
FREMONT/ SANDUSKY COUNTY RGNL (S24)

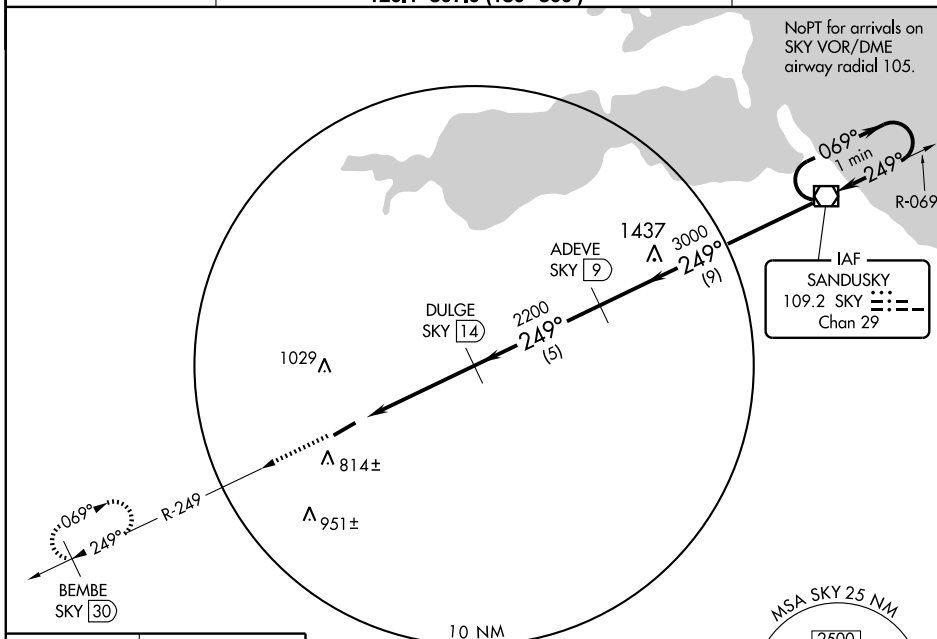
A NA If local altimeter not received use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 via SKY R-249 to BEMBE/30 DME and hold.

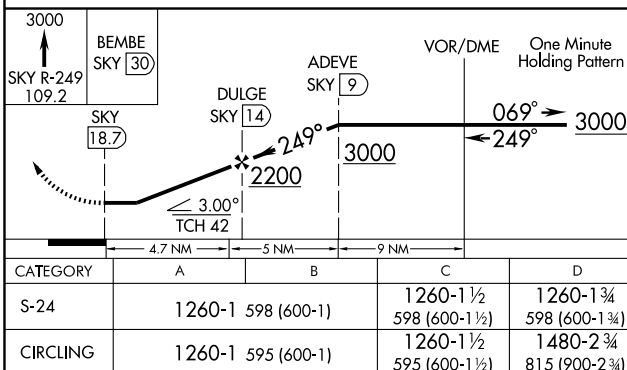
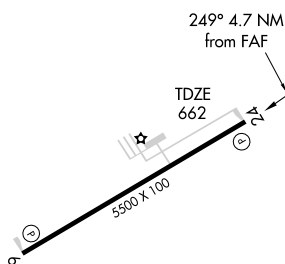
AWOS-3
119.575

MANSFIELD APP CON★
127.35 390.8 (360° - 180°)
TOLEDO APP CON
126.1 307.0 (180°-360°)

UNICOM
123.05 (CTAF) 



ELEV 665



REIL Rwy 6 and 24
MIRL Rwy 6-24 **L**

VORTAC MFD 108.8 Chan 25	APP CRS 050°	Rwy Idg 3317 TDZE 1225 Apt Elev 1225
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VOR/DME RNAV or GPS RWY 5

GALION MUNI (GQQ)

A NA

Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 2900 via MFD R-224 to MFD VORTAC and hold.

MANSFIELD APP CON ★

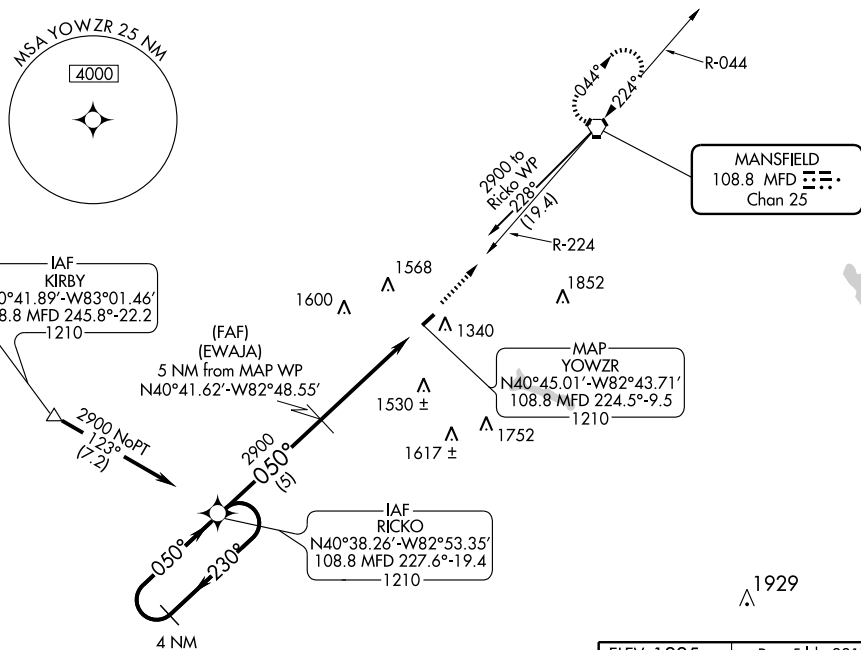
124.2 390.8

CLNC DEL

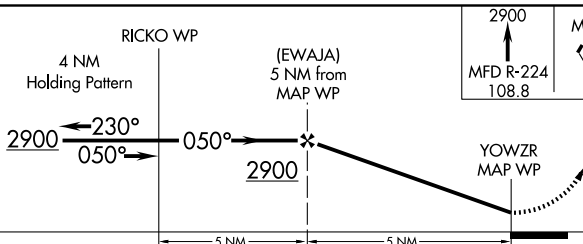
126.8

UNICOM

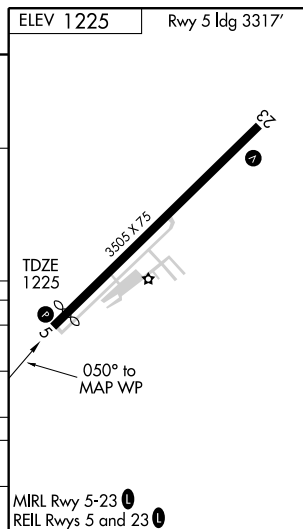
122.8 (CTAF) L



EC-2, 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
S-5	1760-1	535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1	575 (600-1)	1800-1½ 575 (600-1½)	NA
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-5	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CIRCLING	1940-1	715 (800-1)	1940-2 715 (800-2)	NA



VORTAC MFD	APP CRS	Rwy ldg	3505
108.8	224°	TDZE	1225
Chan 25		Apt Elev	1225

VOR or GPS RWY 23

GALION MUNI (GQQ)

▲ NA

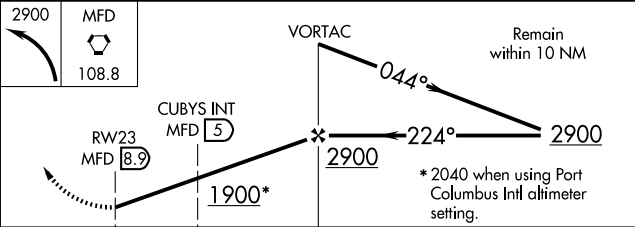
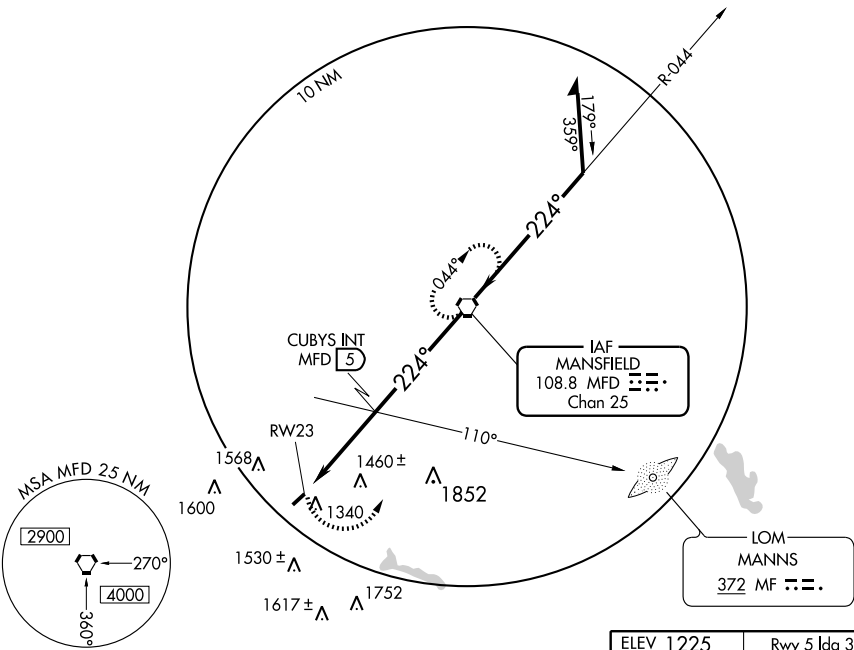
Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting and increase all MDAs 140 feet and all visibilities ½ mile.

MISSED APPROACH: Climbing left turn to 2900 direct MFD VORTAC and hold.

MANSFIELD APP CON ★
124.2 390.8

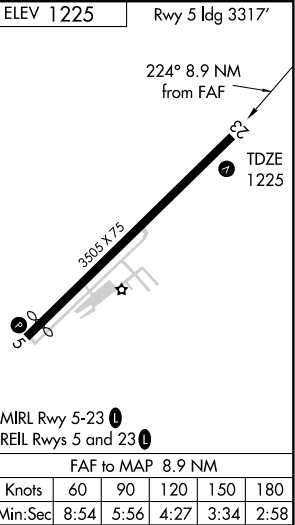
CLNC DEL
126.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-23	1900-1 675 (700-1)		1900-2 675 (700-2)	NA
CIRCLING	1900-1 675 (700-1)		1900-2 675 (700-2)	NA

CUBYS FIX MINIMUMS			
S-23	1760-1 535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1 575 (600-1)	1800-1½ 575 (600-1½)	NA



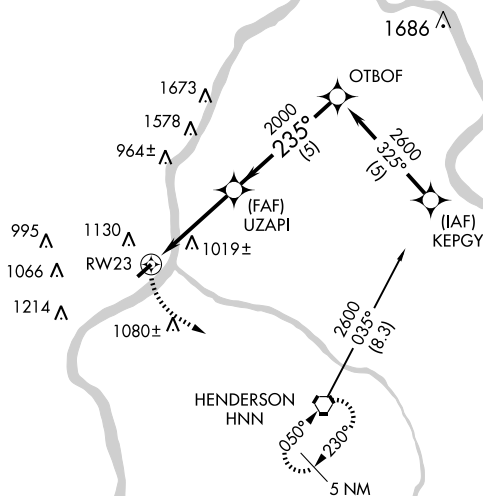
T
A NA

MISSED APPROACH: Climbing left turn to 2600 direct HNN VORTAC and hold.

AWOS-3
119.925

POINT PLEASANT AWOS-3
119.675

HUNTINGTON APP CON
128.4 270.1

CLNC DEL
124,55UNICOM
123.0 (CTAF) **L**

MSA RW23 25 NM

3600



EC-2, 22 OCT 2009 to 19 NOV 2009

ELEV 567

235° to
RW23

TDZE
567

2600

HNN

115

OTBOF

Procedure
Turn
NA

CATEGORY

A

B

C

D

९३३

1420-

1420

1420

1420

353 (900)

853 (900-1)

853 (900

853 (90)

MIRL Rwy 5-23 L

REIL Rwy 23 **L**

VOR or GPS-B

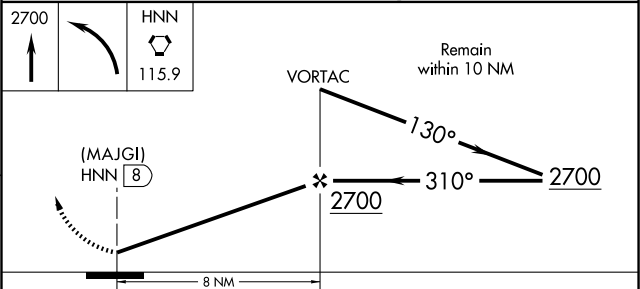
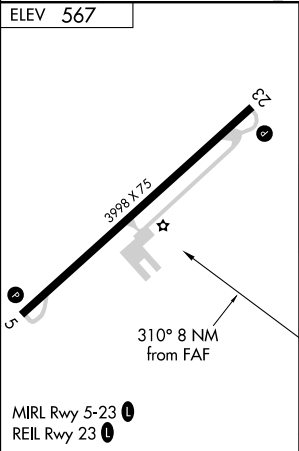
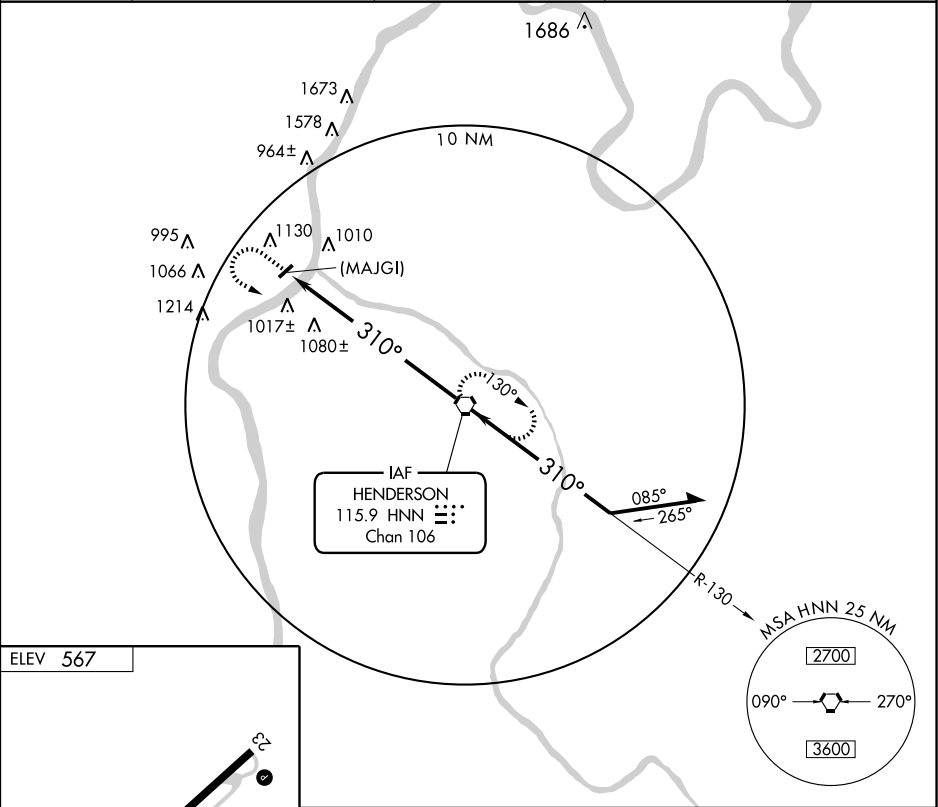
GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)

VORTAC HNN 115.9 Chan 106	APP CRS 310°	Rwy Idg TDZE Apt Elev	N/A N/A 567
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▼ Use Point Pleasant, WV altimeter setting:
if not received, use Huntington, WV altimeter
setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700 then
left turn direct HNN VORTAC and hold.

AWOS-3 119.925	POINT PLEASANT AWOS-3 119.675	HUNTINGTON APP CON 128.4 270.1	CLNC DEL 124.55	UNICOM 123.0 (CTAF) 0
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FAF to MAP 8 NM							CATEGORY	A	B	C	D
Knots	60	90	120	150	180		CIRCLING	1480-1¼	913 (1000-1¼)	1480-2¾ 913 (1000-2¾)	1480-3 913 (1000-3)
Min:Sec	8:00	5:20	4:00	3:12	2:40						


GEORGETOWN, OHIO

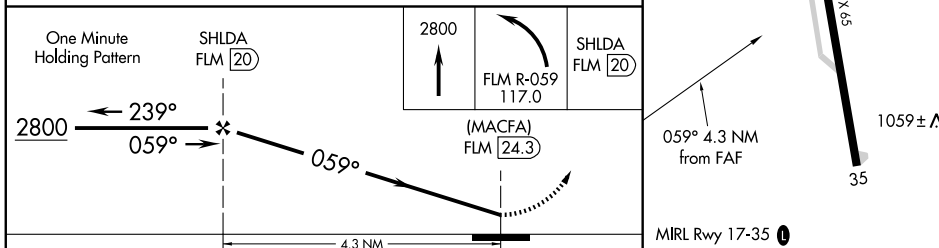
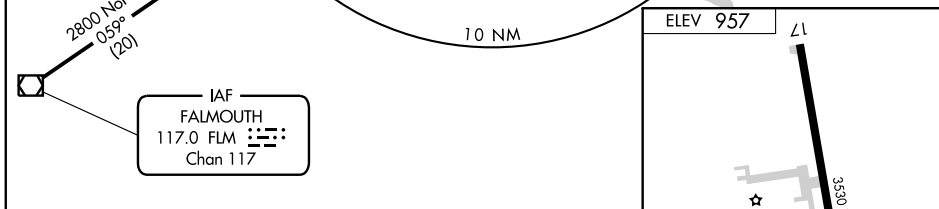
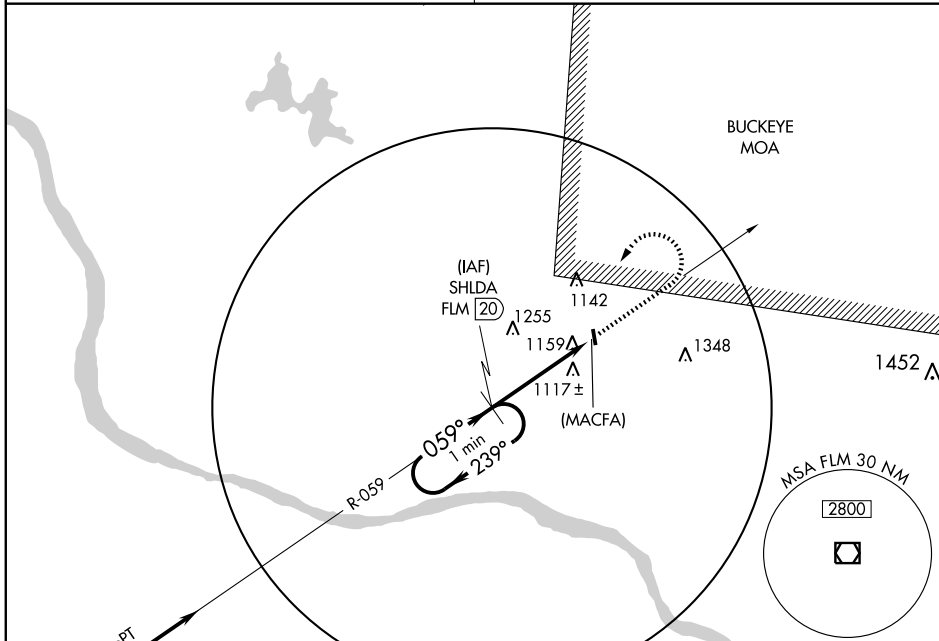
AL-6250 (FAA)

VOR/DME FLM 117.0 Chan 117	APP CRS 059°	Rwy Idg TDZE Apt Elev N/A N/A 957
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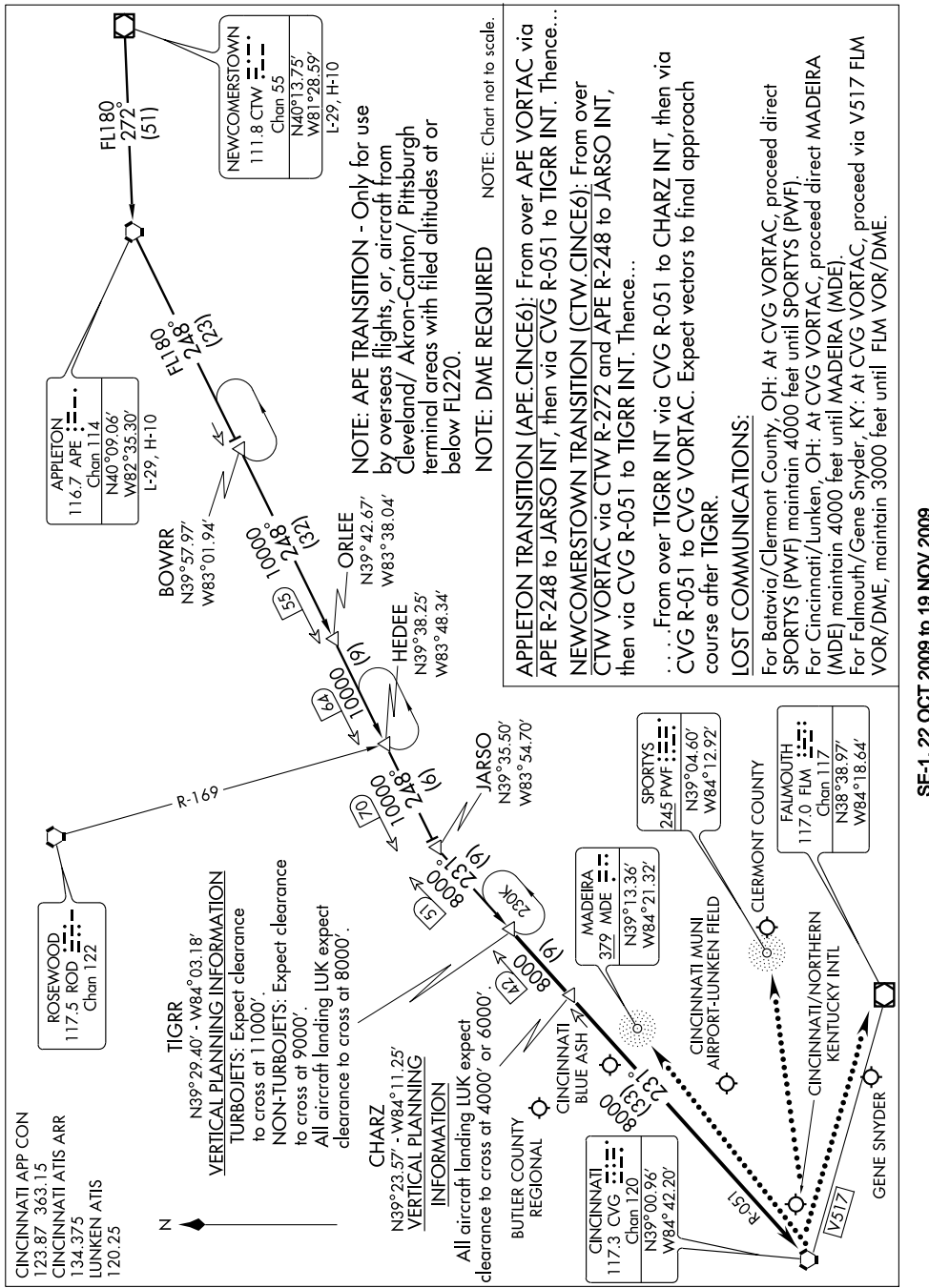
VOR/DME or GPS-A

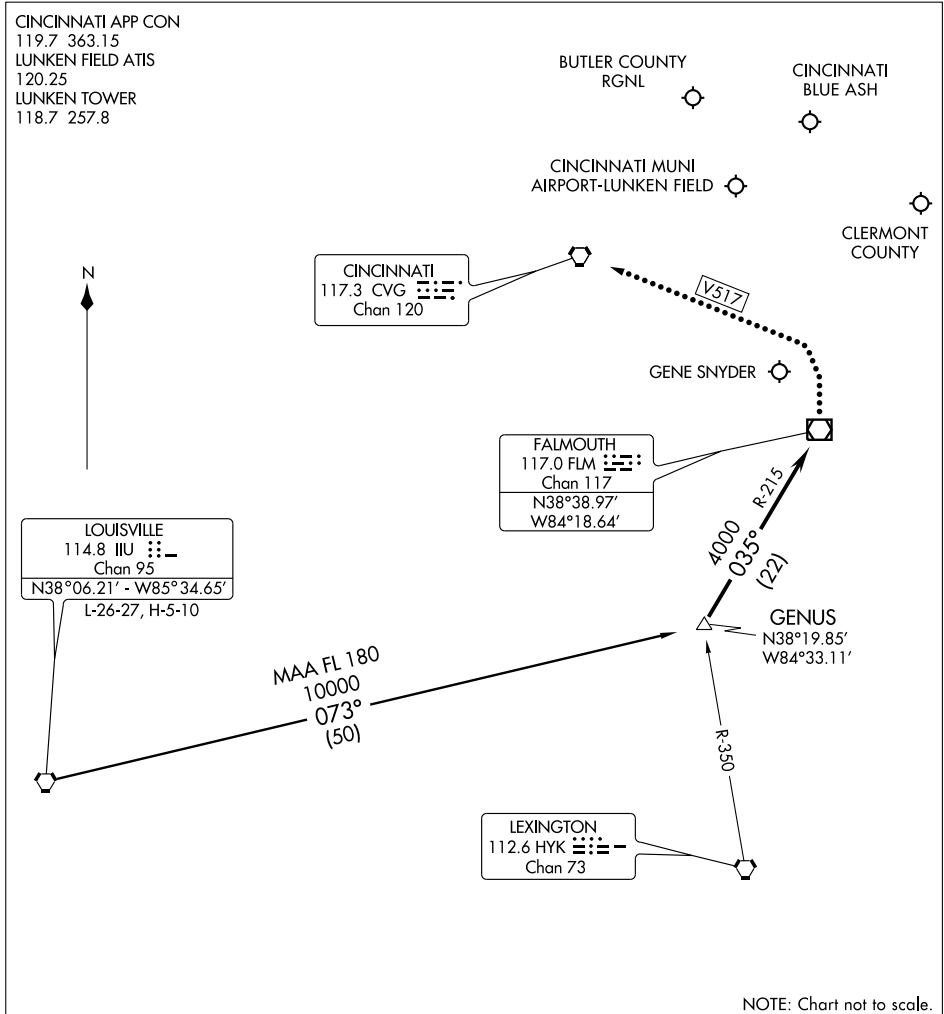
GEORGETOWN/ BROWN COUNTY (GE0)

 NA Use Cincinnati/Northern Kentucky Intl, KY altimeter setting.	MISSED APPROACH: Climb to 2800; then left turn via FLM R-059 to SHLDA 20 DME and hold.
INDIANAPOLIS CENTER 135.575 290.5	CTAF 0 122.9



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1700-1 743 (800-1)	1700-1¼ 743 (800-1¼)	1700-2¼ 743 (800-2¼)	NA	Min:Sec					





ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

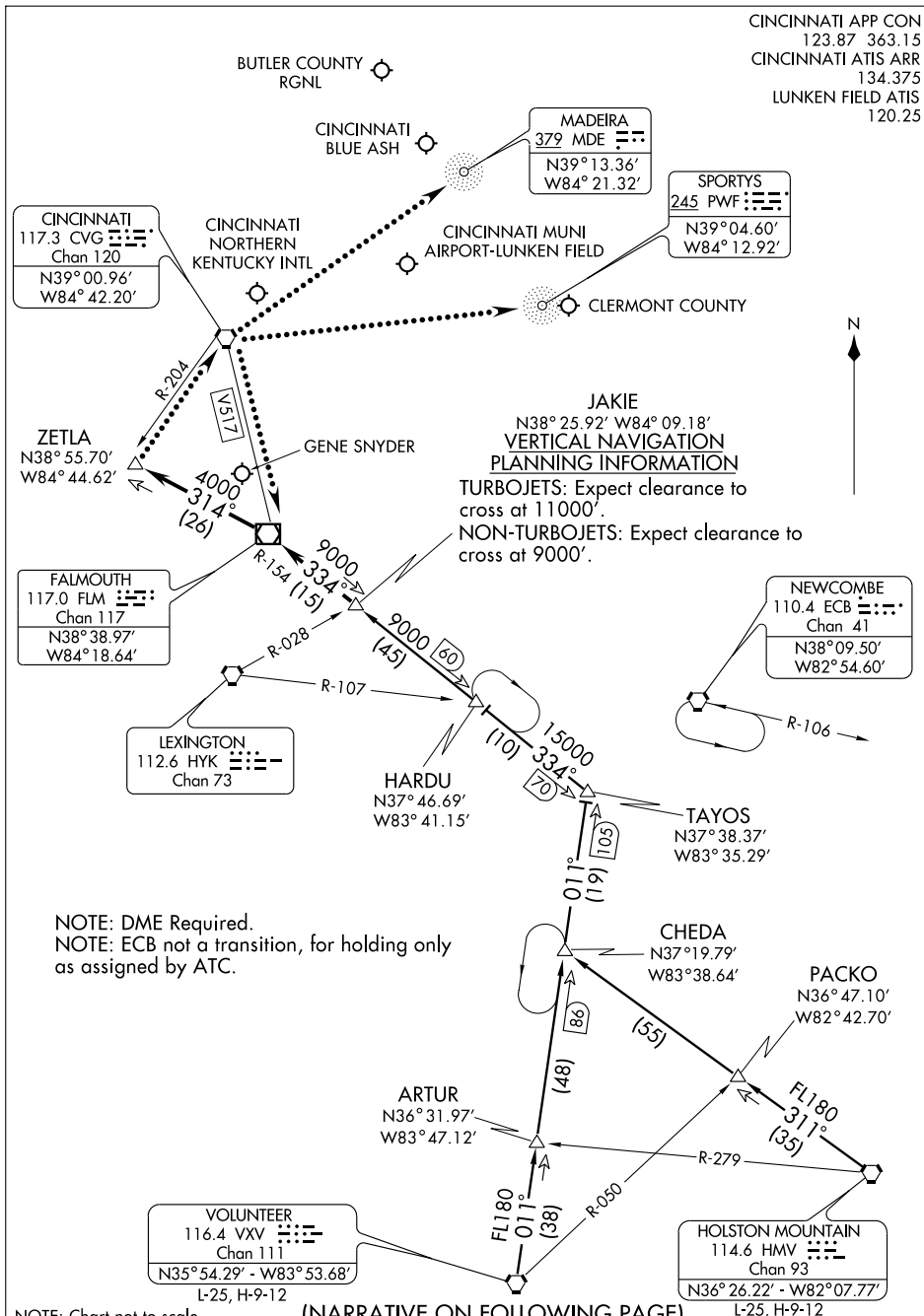
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

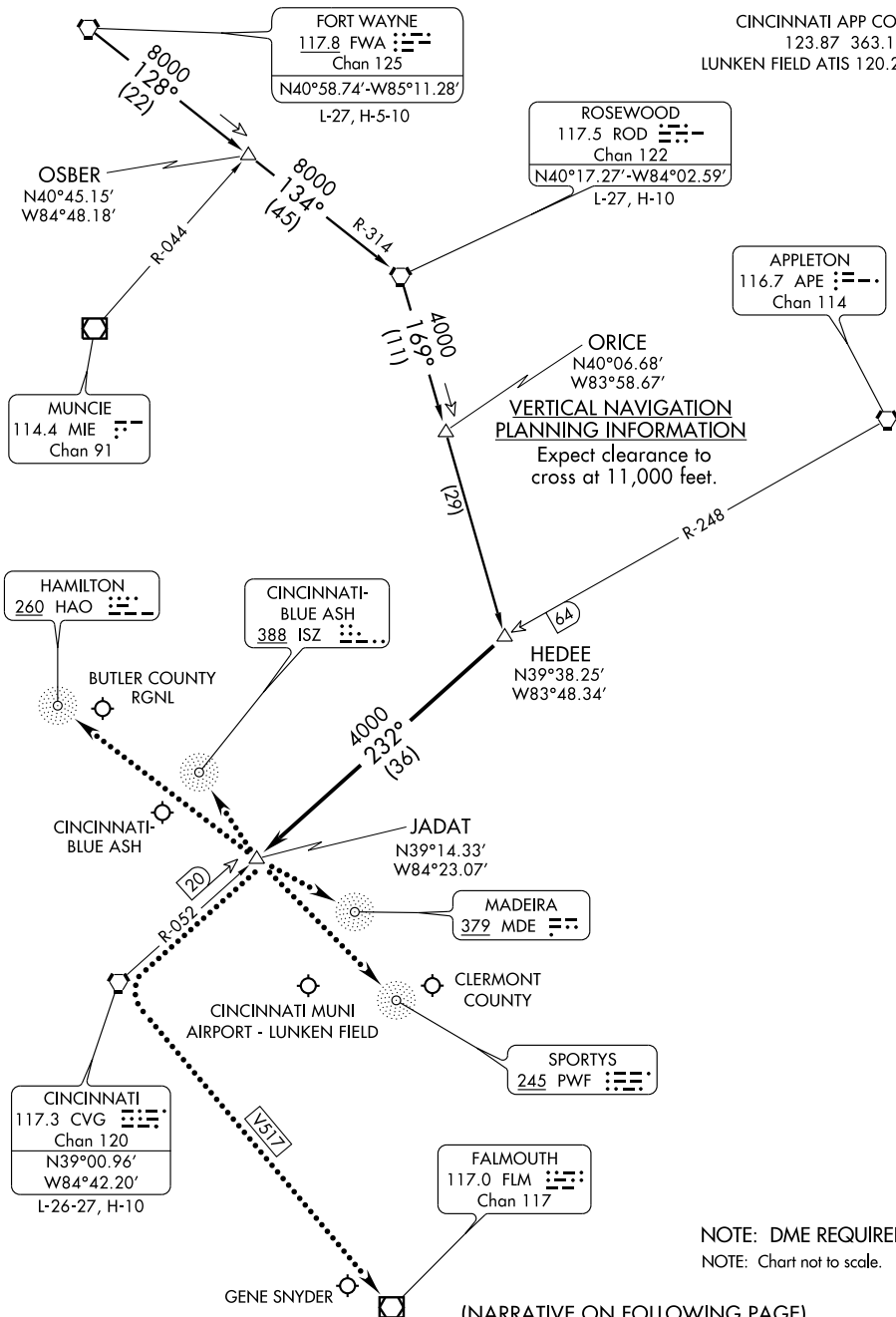
HEDEE ONE ARRIVAL

CINCINNATI, OHIO

CINCINNATI APP CON

123.87 363.15

LUNKEN FIELD ATIS 120.25



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

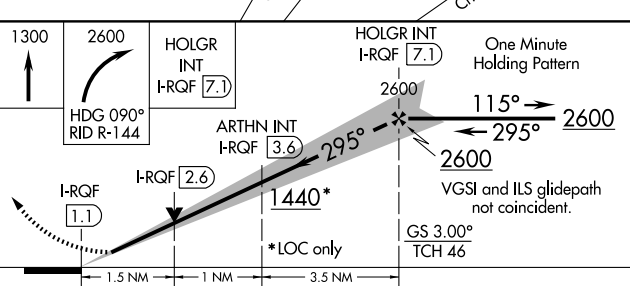
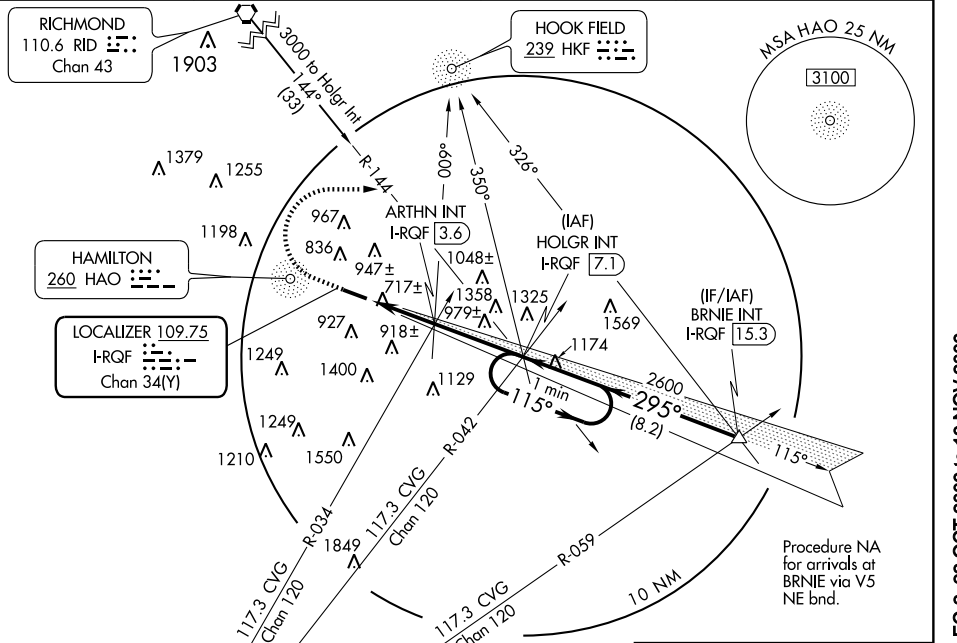
▼ If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet, and all MDAs 60 feet.

▲ Inoperative table does not apply to S-ILS 29. For inoperative MALSR, increase S-LOC 29 Cat A visibility to 1 mile.

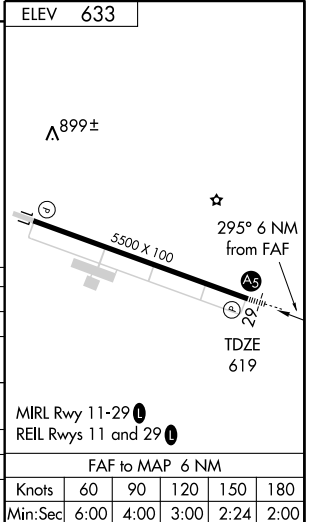
MALSR
A5

MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 via heading 090° and RID VORTAC R-144 to HOLGR Int/I-RQF 7.1 DME and hold.

ASOS 121.425	CINCINNATI APP CON 121.0 257.725	CLNC DEL 126.25	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 29	819-¾ 200 (200-¾)			
S-LOC 29	1440-¾ 821 (900-¾)	1440-2 821 (900-2)	1440-2¼ 821 (900-2¼)	
CIRCLING	1440-1 807 (900-1)	1440-1¼ 807 (900-1¼)	1440-2½ 807 (900-2½)	1440-2¾ 807 (900-2¾)
ARTHN FIX MINIMUMS				
S-LOC 29	1120-¾ 501 (500-¾)	1120-1 501 (500-1)	1120-1 501 (500-1)	
CIRCLING	1200-1 567 (500-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-2¾)	1320-2¼ 687 (700-2¼)

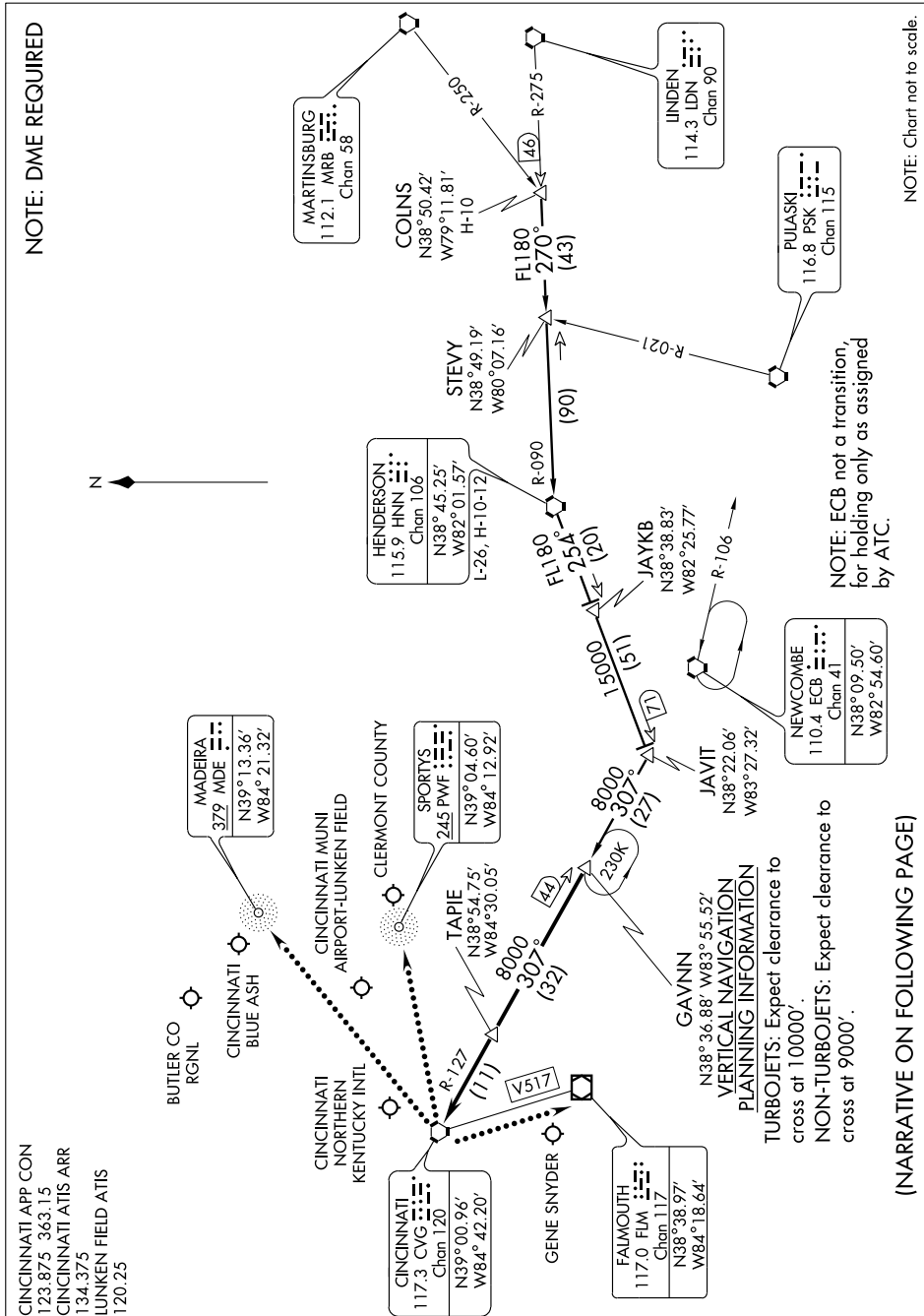


EC-2: 22 OCT 2009 to 19 NOV 2009

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

NOTE: DME REQUIRED



JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.

Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

WAAS CH 56600	APP CRS 115°	Rwy Idg TDZE Apt Elev	5500 632 633
W11A			

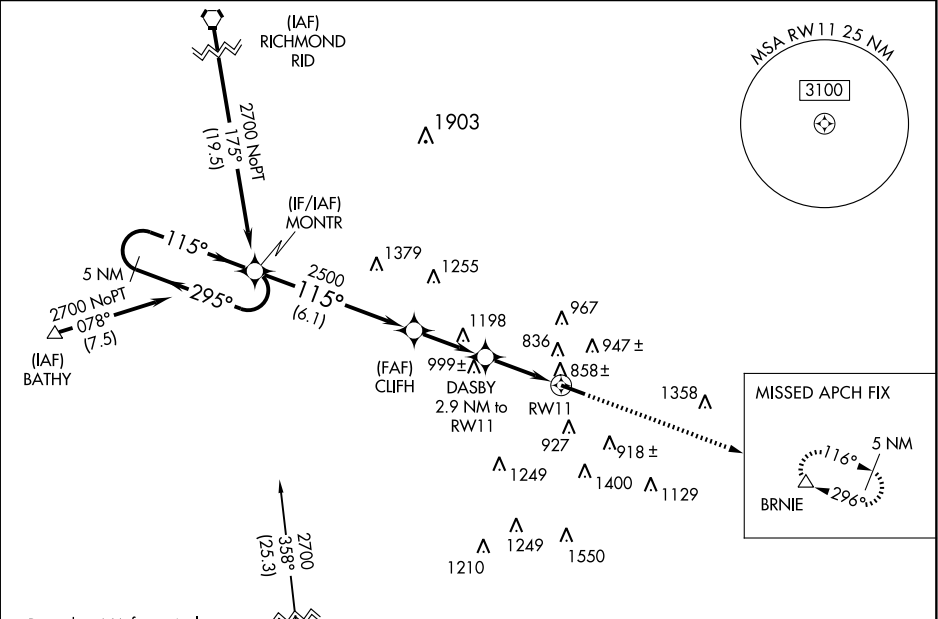
RNAV (GPS) RWY 11

HAMILTON/BUTLER COUNTY RGNL (H.A.O)

If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
BRNIE and hold.

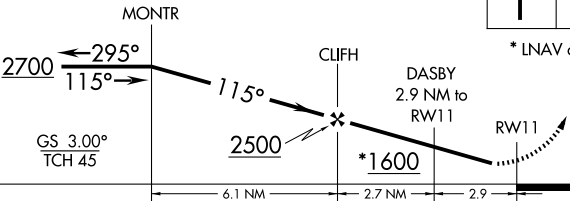
ASOS 121.425	CINCINNATI APP CON 121.0 257.725	CLNC DEL 126.25	UNICOM 123.05 (CTAF) 0
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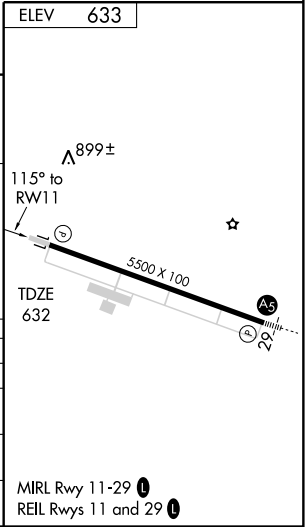
Procedure NA for arrivals
on CVG VORTAC airway
radials 010 CW 026.

5 NM Holding Pattern
VGSi and RNAV glidepath not coincident.

ELEV 633
3000
BRNIE
△



CATEGORY	A	B	C	D
LPV DA	998-1¼	366 (400-1¼)		
LNAV/VNAV DA	1108-1¾	476 (500-1¾)		
LNAV MDA	1160-1 528 (600-1)	1160-1½ 528 (600-1½)	1160-1¾ 528 (600-1¾)	
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)



MIRL Rwy 11-29 0
REIL Rwy 11 and 29 0

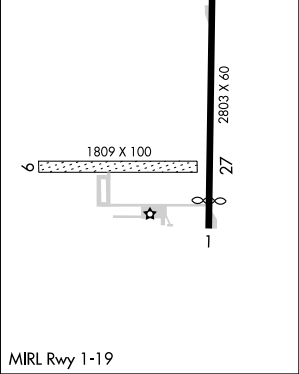
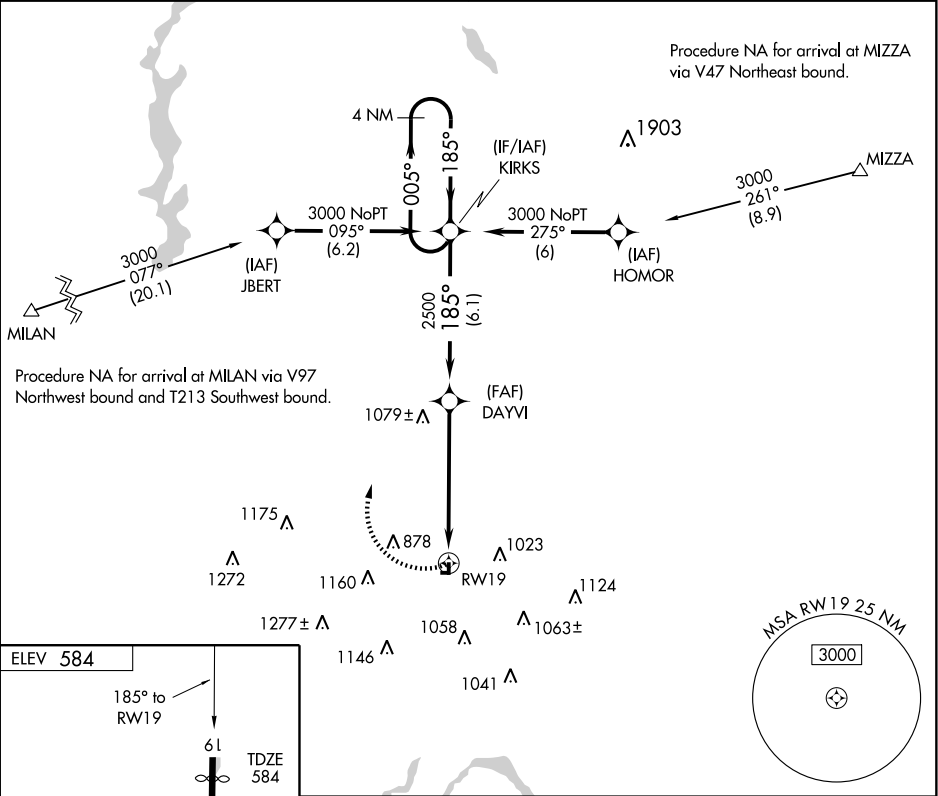
APP CRS	Rwy Idg	2583
185°	TDZE	584
	Apt Elev	584

RNAV (GPS) RWY 19

HARRISON/CINCINNATI WEST (I67)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Butler Co Rgnl altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn 3000 direct KIRKS and hold.</p>
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CINCINNATI APP CON 128.7 254.25	UNICOM 123.0 (CTAF)
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3000	KIRKS	DAYVI	KIRKS	4 NM Holding Pattern
RWY 19		DAYVI	3000	
5.8 NM		6.1 NM		
CATEGORY	A	B	C	D
LNAV MDA	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	
CIRCLING	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	

VORTAC CVG	APP CRS	Rwy Idg	2583
117.3	171°	TDZE	584
Chan 120		Apt Elev	584

VOR RWY 19

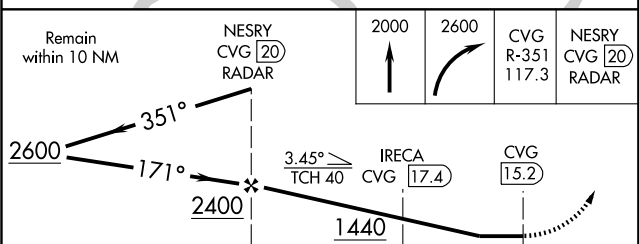
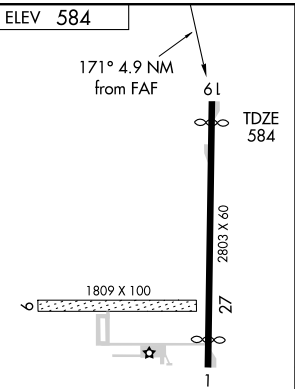
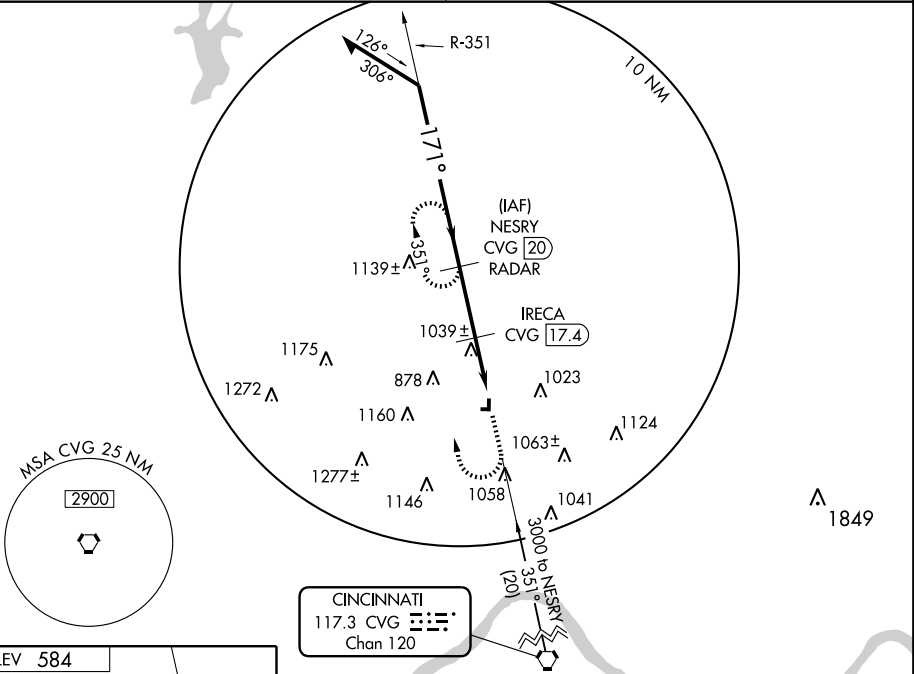
HARRISON/CINCINNATI WEST (I67)

 DME or RADAR required.
 Use Butler Co Rgnl altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet, and S-19 Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2600 via CVG VORTAC R-351 to NESRY/ CVG 20 DME/RADAR and hold.

CINCINNATI APP CON
128.7 254.25

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
S-19	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)		NA
CIRCLING	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)		NA
IRECA FIX MINIMUMS				
S-19	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)		NA
CIRCLING	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)		NA

MIRL Rwy 1-19

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NDB HOC	APP CRS	Rwy Idg	3520
<u>278</u>	<u>230°</u>	TDZE	950
		Apt Elev	978

NDB or GPS RWY 23

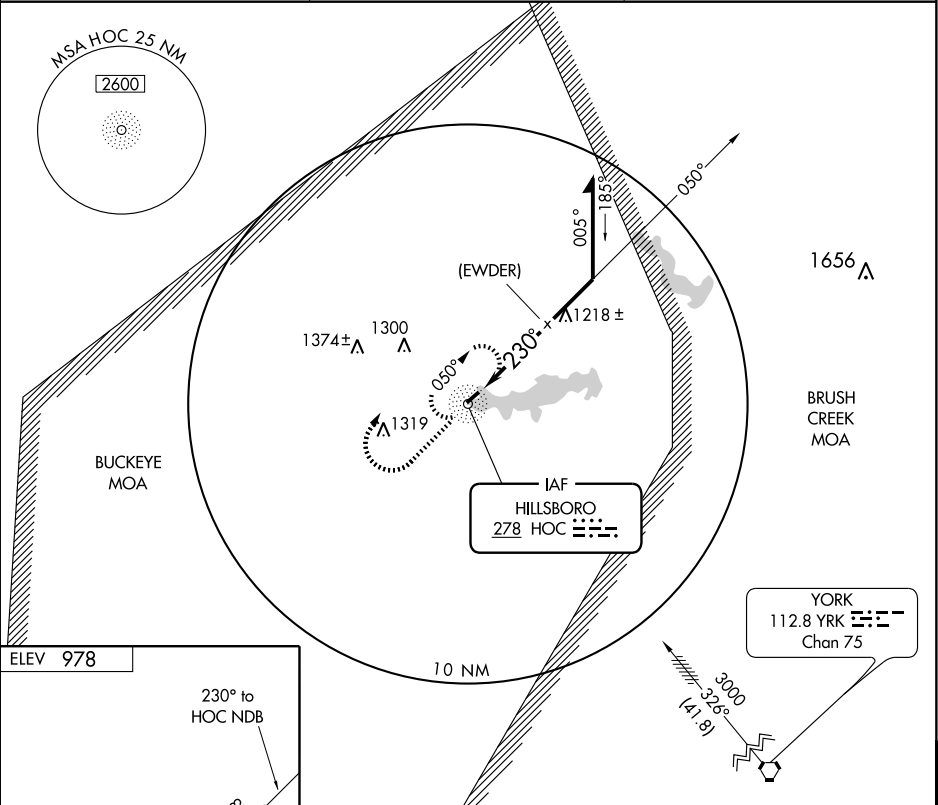
HILLSBORO/HIGHLAND COUNTY (HOC)

NA

Use Cincinnati Lunken Field altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct HOC NDB and hold.

AWOS-3 118.175	INDIANAPOLIS CENTER 134.0 290.5	UNICOM 123.05 (CTAF)
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ELEV 978

230° to HOC NDB

TDZE 950

1.3% UP

3520 X 75

REIL Rwy 23

MIRL Rwy 5-23

Knots	60	90	120	150	180
Min:Sec					

2800		HOC <u>278</u>
------	--	-----------------------

NDB

050°

(EWDER)

230°

2800

4 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-23	1760-1 810 (800-1)	1760-1¼ 810 (800-1¼)	1760-2¼ 810 (800-2¼)	NA
CIRCLING	1760-1 782 (800-1)	1760-1¼ 782 (800-1¼)	1760-2¼ 782 (800-2¼)	NA

VOR/DME MXQ 112.9 Chan 76	APP CRS 144°	Rwy Idg TDZE Apt Elev	N/A N/A 978
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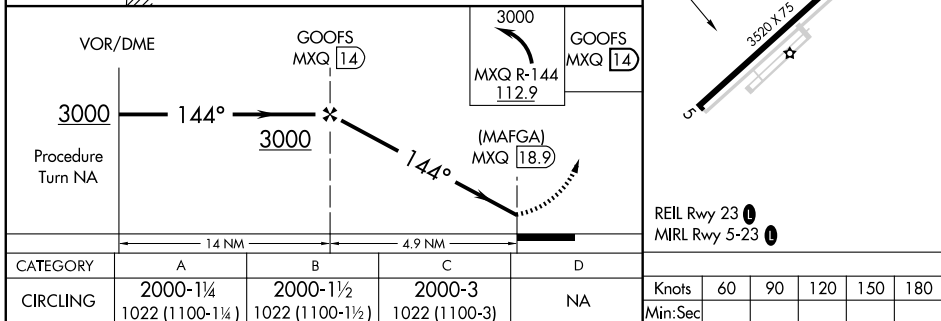
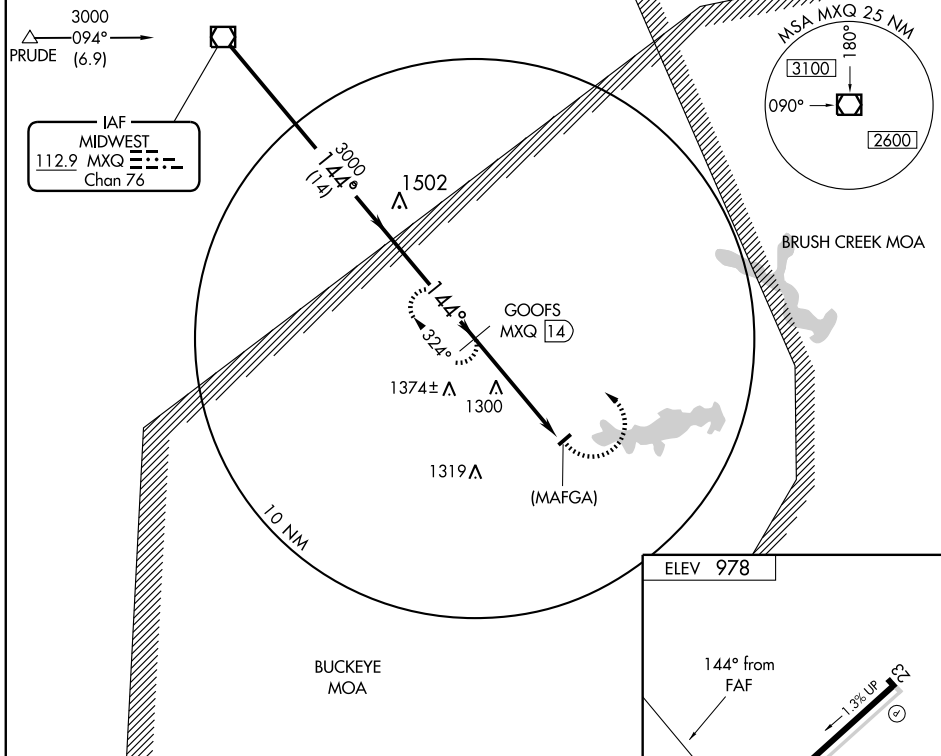
VOR/DME or GPS-A
HILLSBORO/HIGHLAND COUNTY (HOC)

T
A NA Use Cincinnati Lunken Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via MXQ R-144 to GOOFS 14 DME and hold.

AWOS-3
118.175

INDIANAPOLIS CENTER
134.0 290.5

UNICOM
123.05 (CTAF) **L**

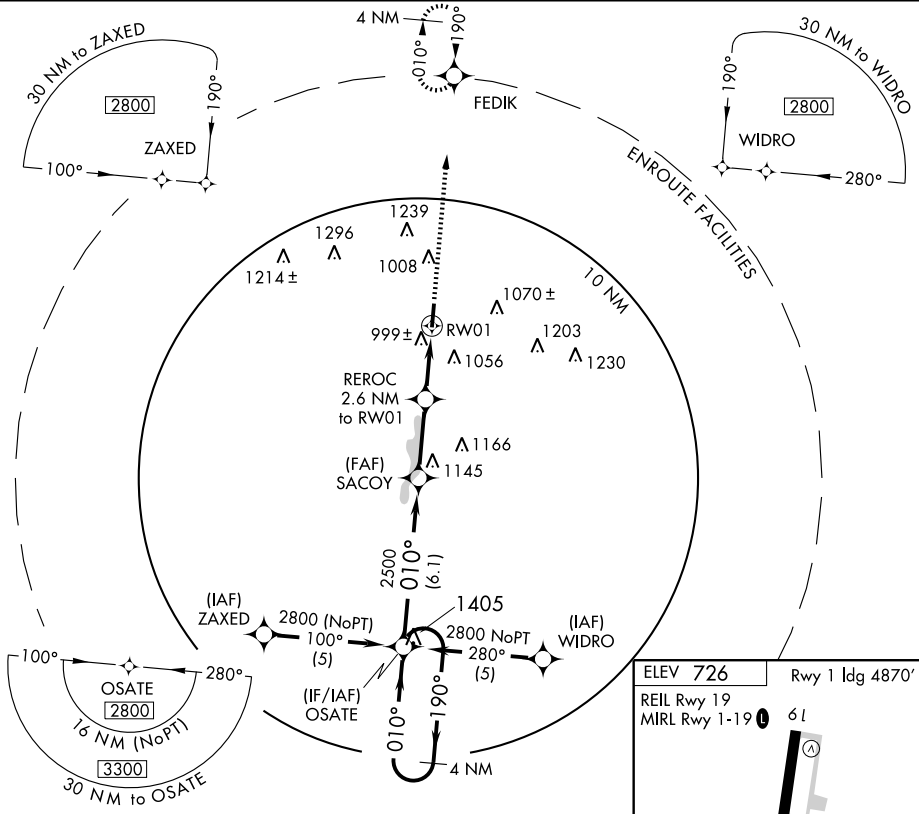
APP CRS	Rwy Idg	4870
010°	TDZE	722
	Apt Elev	726

T When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile, increase Circling Cat B/C/D visibilities ¼ mile. DME/DME RNP-0.3 NA.

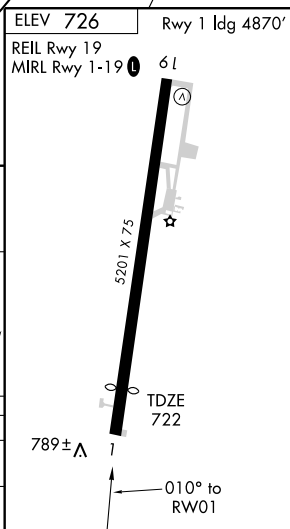
A NA

MISSED APPROACH: Climb to 2800 direct FEDIK WP and hold.

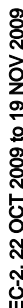
AWOS-3 118.825	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.7 (CTAF) 0
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CATEGORY	A		B		C		D	
	1300-1		578 (600-1)		1300-1½		1300-1¾	
	578 (600-1½)		578 (600-1¾)		1420-2		1420-2¼	
	574 (600-1)		694 (700-1)		694 (700-2)		694 (700-2¼)	



MISSED APPROACH: Climb to 2800
direct OSAE WP and hold.

UNICOM
122.7 (CTAF) **L**REIL Rwy 19
MIRL Rwy 1-

5741A

69

D

1260-1³/₄

1420-2 1/4

694 (700-2¼)

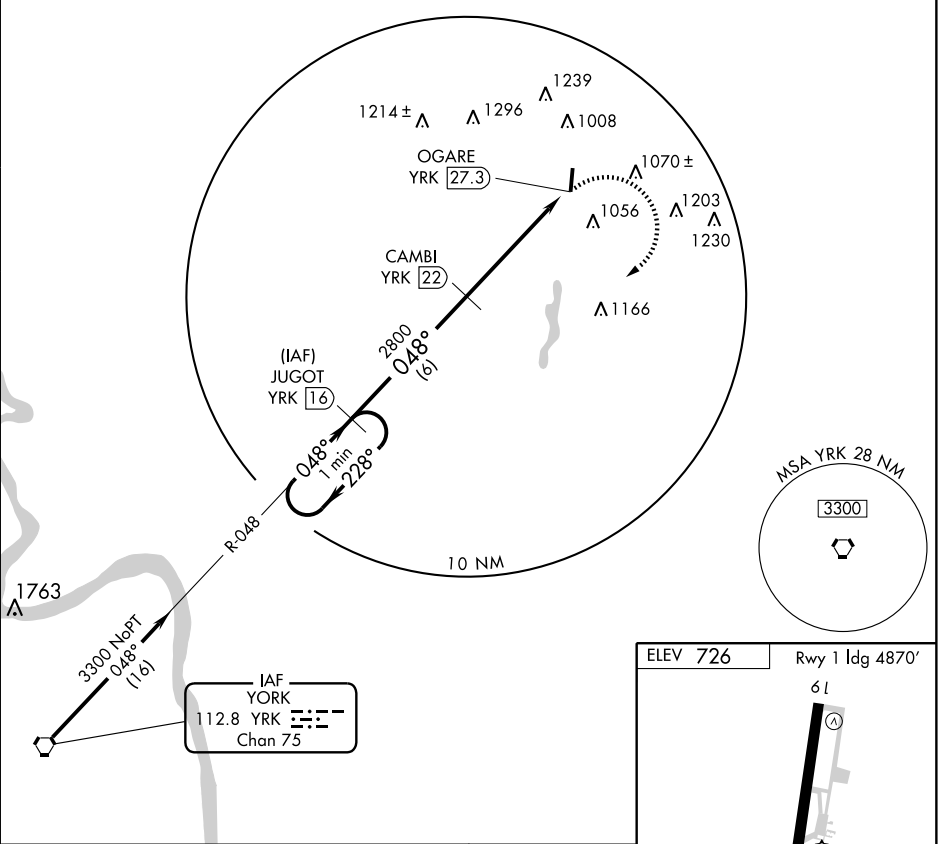
VORTAC YRK	APP CRS	Rwy Idg	N/A
112.8	048°	TDZE	N/A
Chan 75		Apt Elev	726

VOR/DME-A
JACKSON/JAMES A. RHODES (I43)

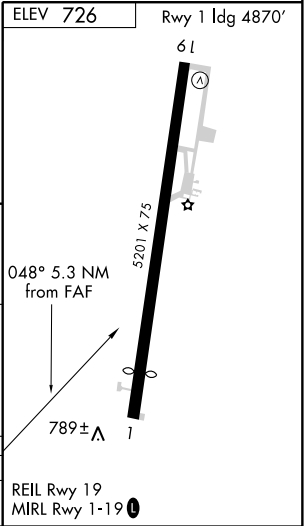
When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2800 via YRK R-048 to JUGOT/16 DME and hold.

AWOS-3 118.825	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.7 (CTAF) 0
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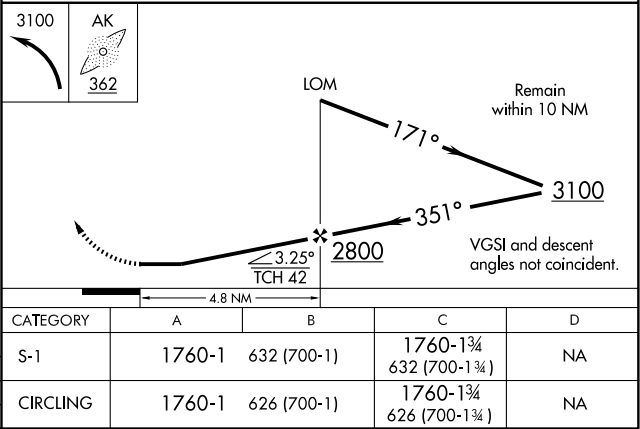
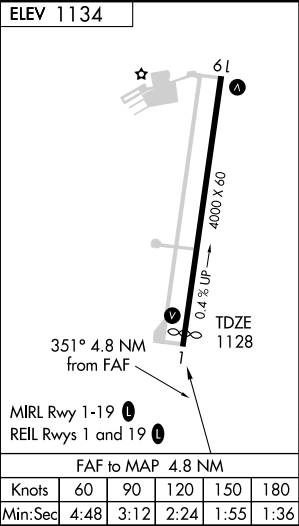
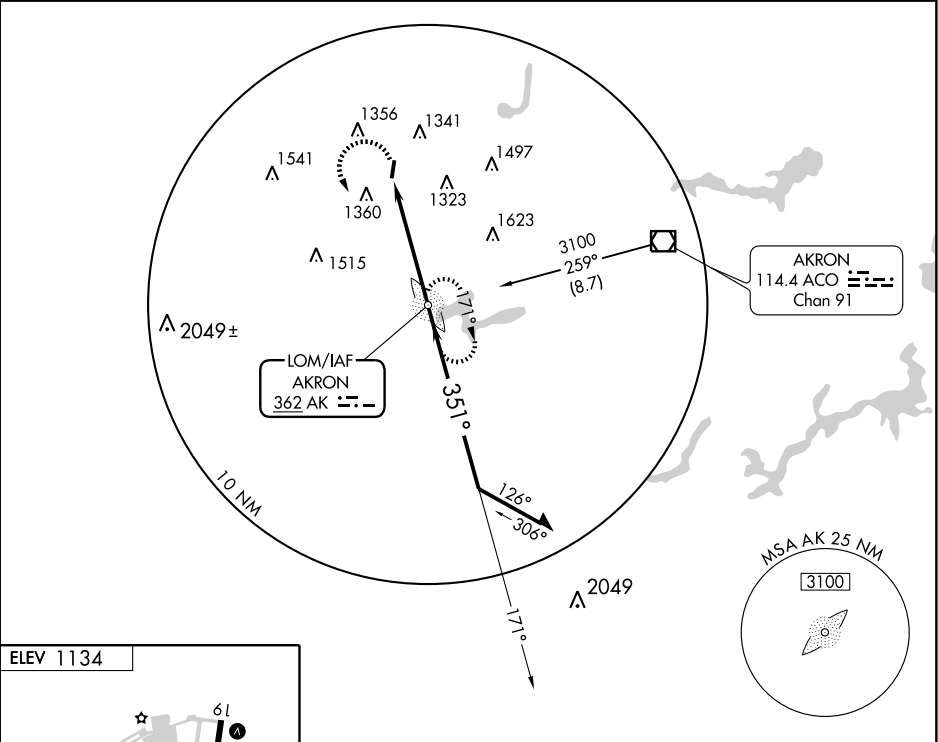
One Minute Holding Pattern		JUGOT YRK 16	CAMBI YRK 22	2800	JUGOT YRK 16
2800 ← 228°		048° →	2800	OGARE YRK 27.3	
		6 NM	5.3 NM		
CATEGORY	A	B	C	D	
CIRCLING	1360-1 634 (700-1)	1420-1 ¼ 694 (700-1 ¼)	1420-2 694 (700-2)	1420-2 ¼ 694 (700-2 ¼)	



LOM AK	APP CRS	Rwy Idg	3950
362	351°	TDZE	1128
		Apt Elev	1134

NDB RWY 1
KENT STATE UNIVERSITY (1G3)

▲ NA Use Akron-Canton altimeter setting.		MISSED APPROACH: Climbing left turn to 3100 direct AK LOM and hold.	
AKRON-CANTON APP CON ★ 118.6 371.875		CLNC DEL 125.65	UNICOM 122.725 (CTAF)
		122.9 0	

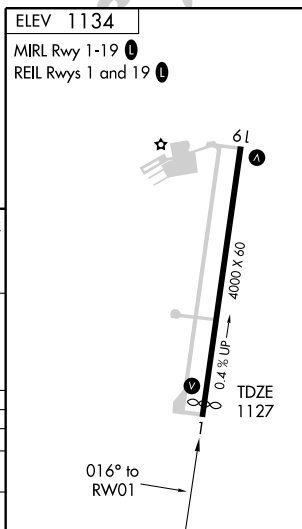
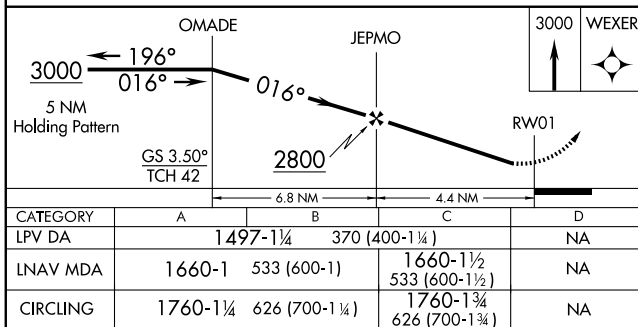
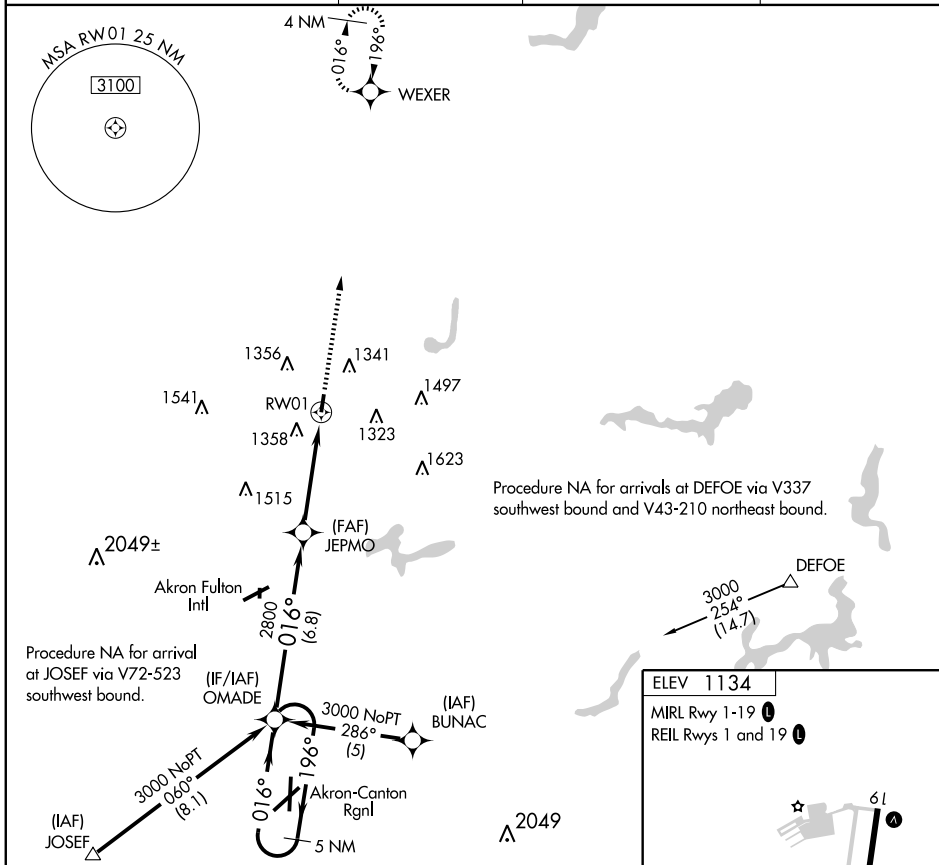


WAAS CH 61001 W01A	APP CRS 016°	Rwy Idg 3950 TDZE 1127 Apt Elev 1134
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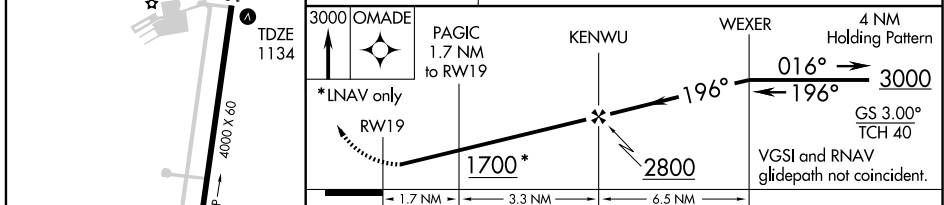
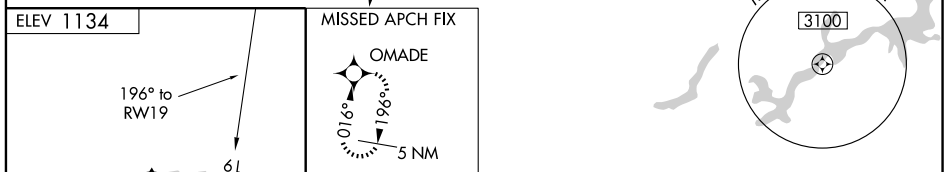
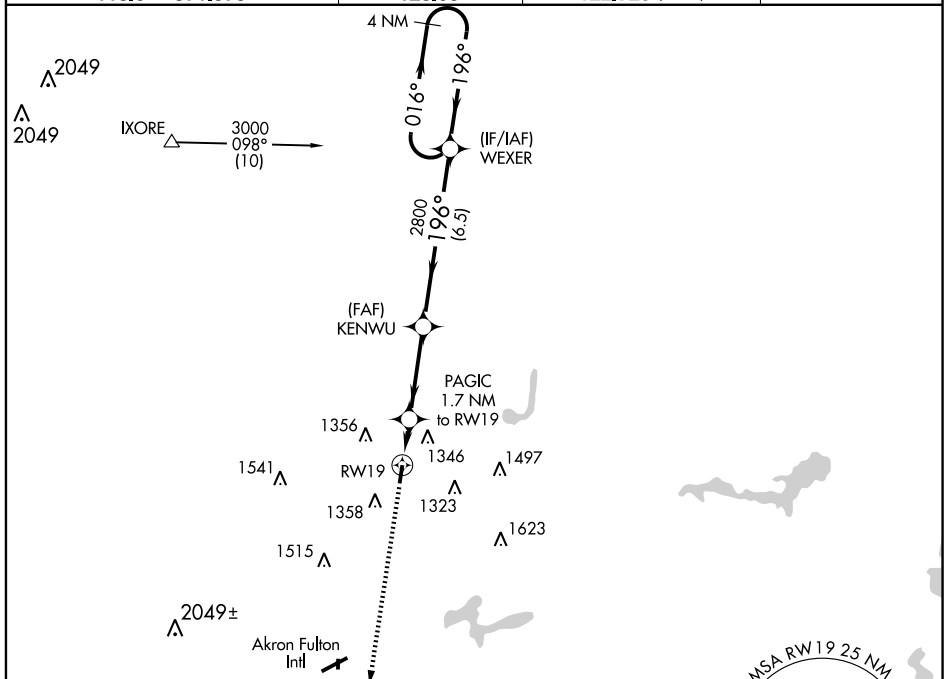
RNAV (GPS) RWY 1
KENT STATE UNIVERSITY (1G3)


A	NA	DME/DME RNP-0.3 NA. Use Akron Fulton Intl alimeter setting; if not received use Akron-Canton Rgnl alimeter setting and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.	MISSED APPROACH: Climb to 3000 direct WEXER and hold.
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AKRON-CANTON APP CON *	CLNC DEL	UNICOM	
118.6 371,875	125.65	122.725 (CTAF)	122.9 0

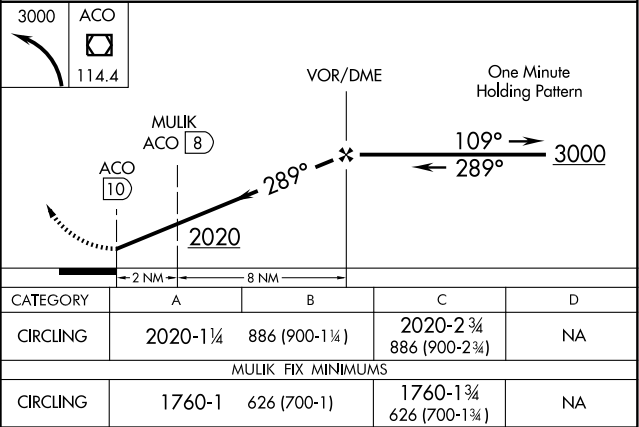
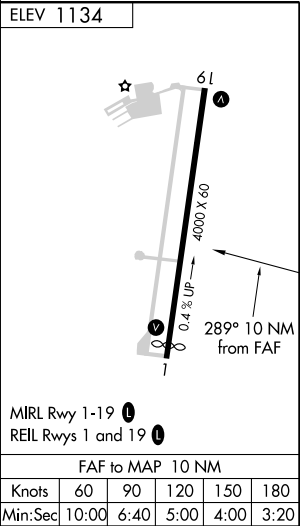
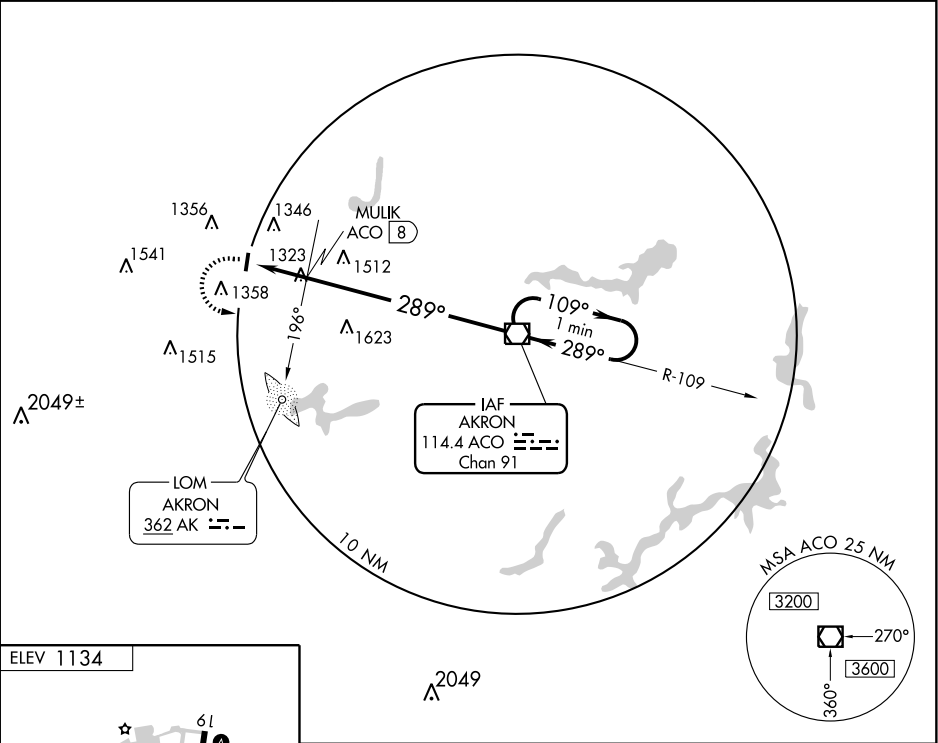


AKRON-CANTON APP CON ★ 118.6 371.875	CLNC DEL 125.65	UNICOM 122.725 (CTAF)	122.9 0
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 <p>MIRL Rwy 1-19 REIL Rwy 1 and 19</p>	CATEGORY	A	B	C	D
	LPV DA	1443-1 309 (400-1)			NA
	LNAV MDA	1580-1	446 (500-1)	1580-1¼ 446 (500-1¼)	NA
	CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

<div> <div>▲ NA</div> <div>Use Akron-Canton alimeter setting.</div> </div>		<div> <div>MISSED APPROACH: Climbing left turn to 3000 direct ACO VOR/DME and hold.</div> </div>	
<div> <div>AKRON-CANTON APP CON ★</div> <div>118.6 371.875</div> </div>		<div> <div>CLNC DEL</div> <div>125.65</div> </div>	<div> <div>UNICOM</div> <div>122.725 (CTAF)</div> </div>
		<div> <div>122.9 0</div> </div>	



VORTAC FDY 108.2 Chan 19	APP CRS 222°	Rwy Idg 4201 TDZE 1030 Apt Elev 1030
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VOR/DME RNAV or GPS RWY 22

KENTON/HARDIN COUNTY (I95)



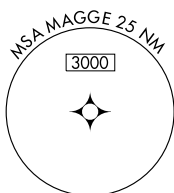
A NA

Use Findlay altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct AOH VOR and hold.

FINDLAY ASOS
124.425

INDIANAPOLIS CENTER
128.075 269.0

UNICOM
122.8 (CTAF) **L**

FINDLAY
108.2 FDY
Chan 19

3000
(17.3)

ALLEN COUNTY
108.4 AOH :-:-

R-295

(FAF)
(EVAJI)
5 NM from MAP WP
N40°40.76'-W83°34.13

IAF
CRAZI
N40°44.60'-W83°29.93'
108.2 FDY 139.2°-17.3
820

MAP
MAGGE
N40°36.91'-W83°38.33'
108.2 FDY 167.3°-21.1
820

 $\Delta^{1383 \pm}$

ELEV 1030

222° to
MAP WP

TDZE
1030

300

AOH



108.

(EVAJI)
5 NM from
MAP WP

CRAZI
WP

$$\begin{array}{r} 042^\circ \rightarrow \\ \hline - 222^\circ \end{array} \quad \underline{3000}$$

CATEGORY

A

B

C

D

S-2

1660

1660-1¼

1660-13

1660-2

CIRCLING

166C

1660-1¼

1660-13

1660-2

MIRL Rwy 4-22 **L**

VOR AOH	APP CRS	Rwy Idg	N/A
108.4	115°	TDZE	N/A
		Apt Elev	1030

VOR or GPS-A
KENTON/HARDIN COUNTY (I95)



Use Findlay altimeter setting.



NA

MISSED APPROACH: Climb to 2600 then right turn direct AOH VOR and hold.

FINDLAY ASOS
124.425

INDIANAPOLIS CENTER
128.075 269.0

UNICOM
122.8 (CTAF) 0

MSA AOH 25 NM

3100



FINDLAY
108.2 FDY
Chan 19

2600
215°
(17.7)

R-182

IAF
ALLEN COUNTY
108.4 AOH

R-295

115°
1 min
295°

2600
115°
(10.4)

RESSY INT

(MADJE)

1299±

1219±

ELEV 1030

115° 5.4 NM
from FAF

4201 X 75
0.5% Up

One Minute
Holding Pattern

VOR

RESSY INT

2600

AOH

108.4

2600

295°
115°

115°

2600

(MADJE)

10.4 NM

5.4 NM

FAF to MAP 5.4 NM

CATEGORY

A

B

C

D

CIRCLING

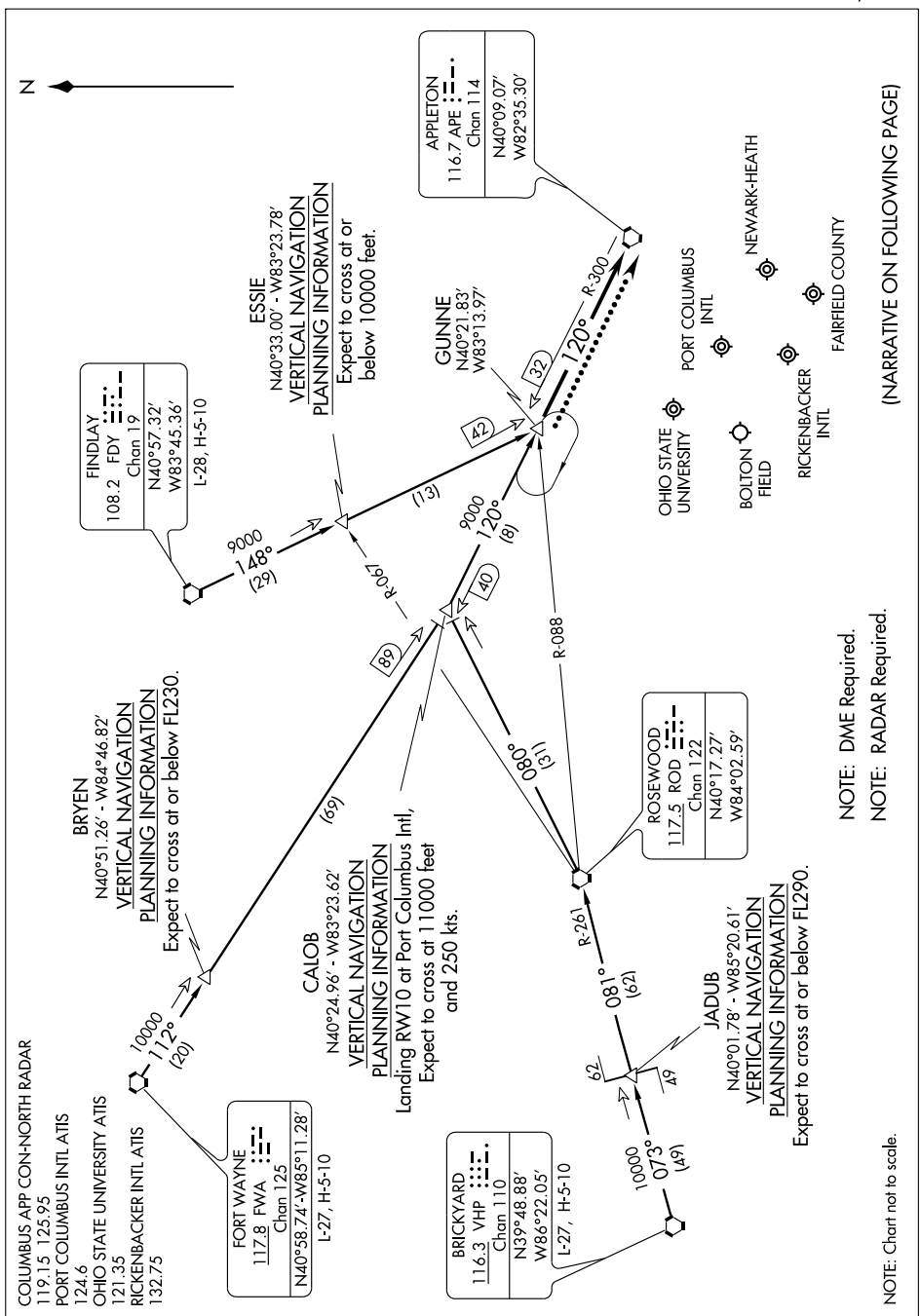
1620-1
590 (600-1)

1640-1
610 (700-1)

1640-1¾
610 (700-1¾)

1640-2
610 (700-2)

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .


. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

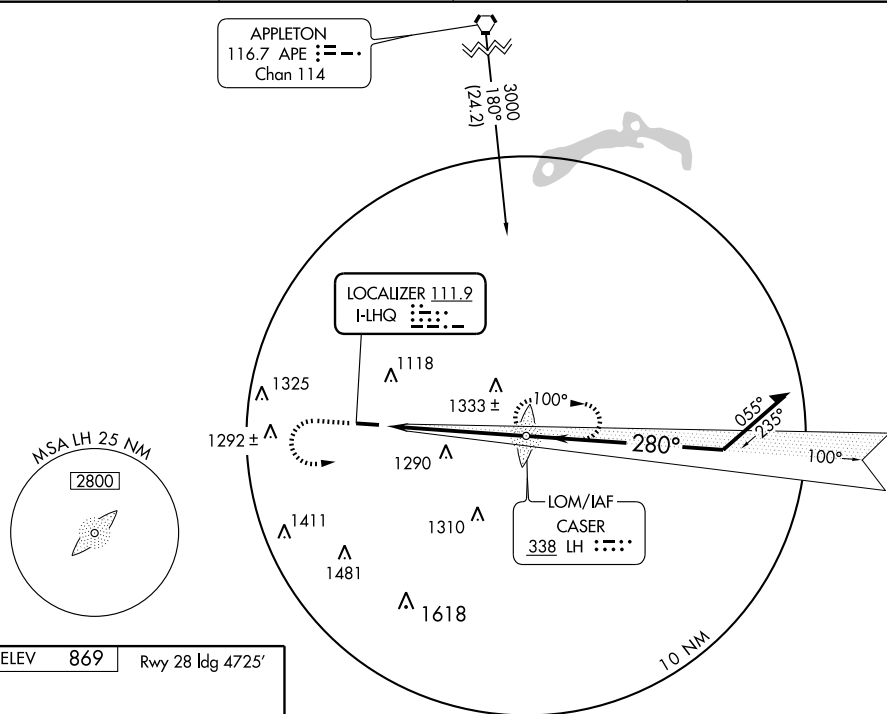
LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

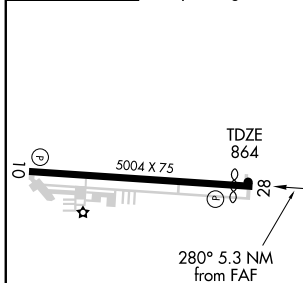
LOC I-LHQ <u>111.9</u>	APP CRS 280°	Rwy Idg TDZE Apt Elev	4725 864 869
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LOC RWY 28
LANCASTER/FAIRFIELD COUNTY (LHQ)

 NA		MISSED APPROACH: Climb to 2700 then left turn direct CASER LOM and hold.	
ASOS 118.375	COLUMBUS APP CON 132.3 279.6	CLNC DEL 121.65	UNICOM 122.725 (CTAF) 0



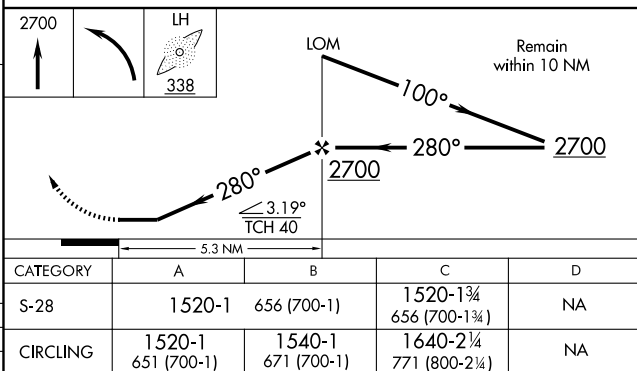
ELEV	869	Rwy 28 ldg 4725'
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REIL Rwys 10 and 28 **L**
MIRL Rwy 10-28 **L**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ADF or RADAR REQUIRED



WAAS CH 97701 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev	5004 857 868
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RNAV (GPS) RWY 10

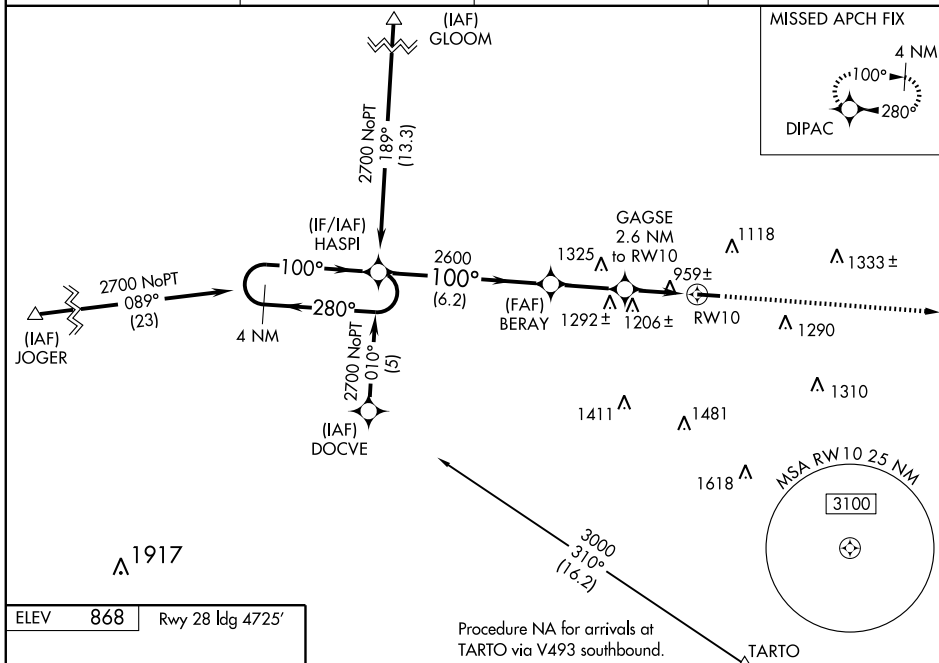
LANCASTER/FAIRFIELD COUNTY (LHQ)

Baro-VNAV NA when using Rickenbacker Intl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DAs 48 feet, and all MDAs 60 feet, and increase LPV. LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct DIPAC and hold.

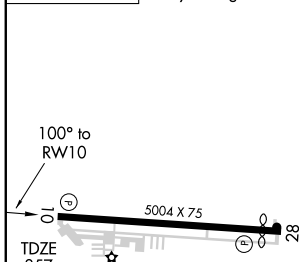
ASOS
118,375

COLUMBUS APP CON
132.3 279.6

CLNC DEL
121.65UNICOM
122.725 (CTAF) 

EC-2, 22 OCT 2009 to 19 NOV 2009

ELEV	868	Rwy 28 ldg 4725'
------	-----	------------------

4 NM
Holding Pattern

HASPI

2800

DIPAC

$$\begin{array}{r} 2700 \xleftarrow{280^\circ} \\ \hline 100^\circ \rightarrow \end{array}$$

GS 3.00°
TCH 40

VGSI and RNAV
glidepath not coincident.

GAGSE
2.6 NM
to BW10

* LNAV only

RW10

CATEGORY	A	B	C	D
LPV DA	1170-1 313 (400-1)			NA
LNAV/ VNAV DA	1291-1 ½ 434 (500-1½)			NA
LNAV MDA	1460-1 603 (600-1)		1460-1¾ 603 (600-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

REIL Rwy 10 and 28 **L**MIRL Rwy 10-28 **L**

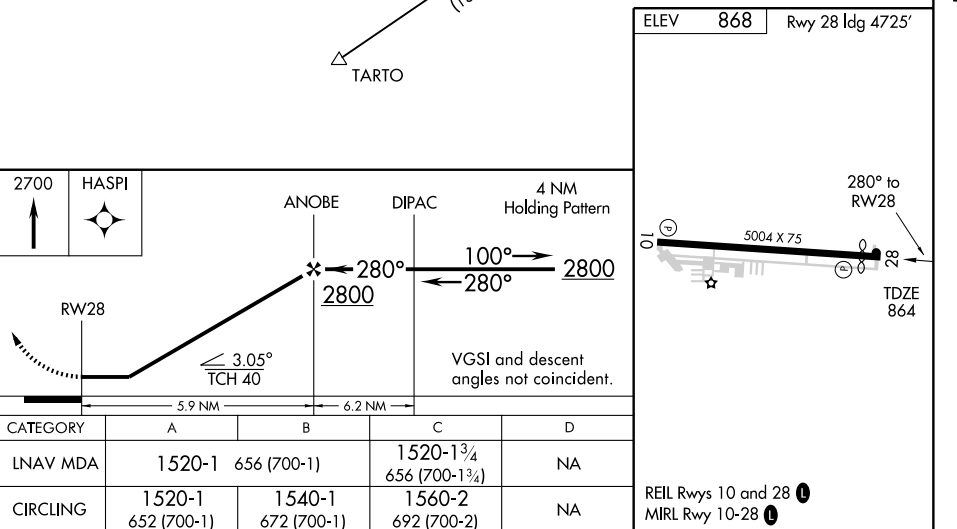
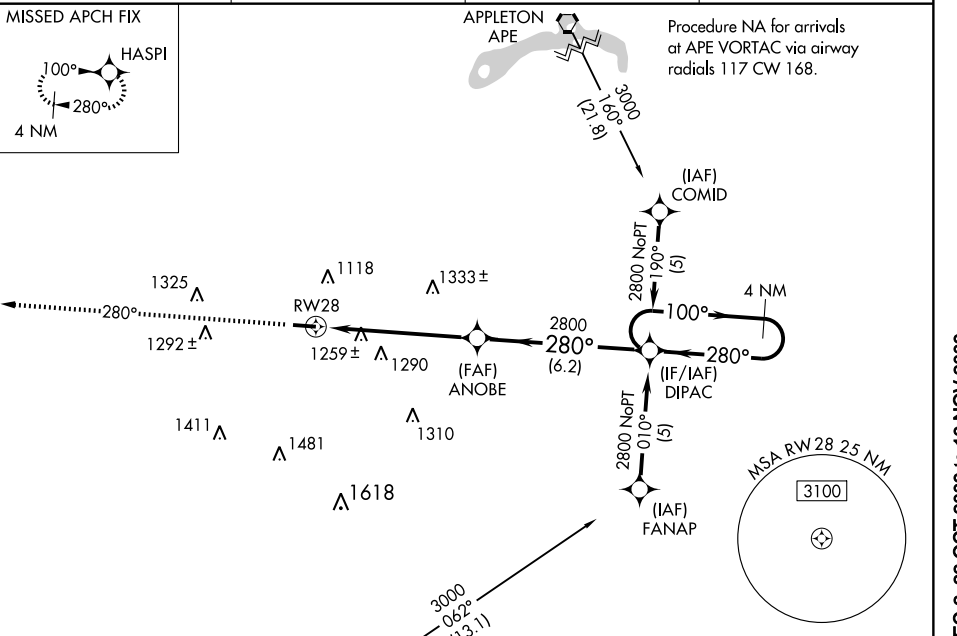
▼

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, and LNAV/Circling visibility Cat C ¼ mile.

▲

MISSED APPROACH: Climb to 2700 direct HASPI and hold.

ASOS 118.375	COLUMBUS APP CON 132.3 279.6	CLNC DEL 121.65	UNICOM 122.725 (CTAF)
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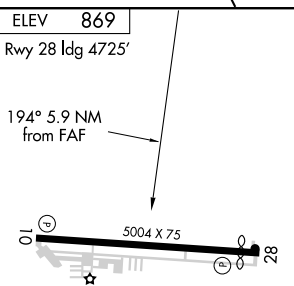
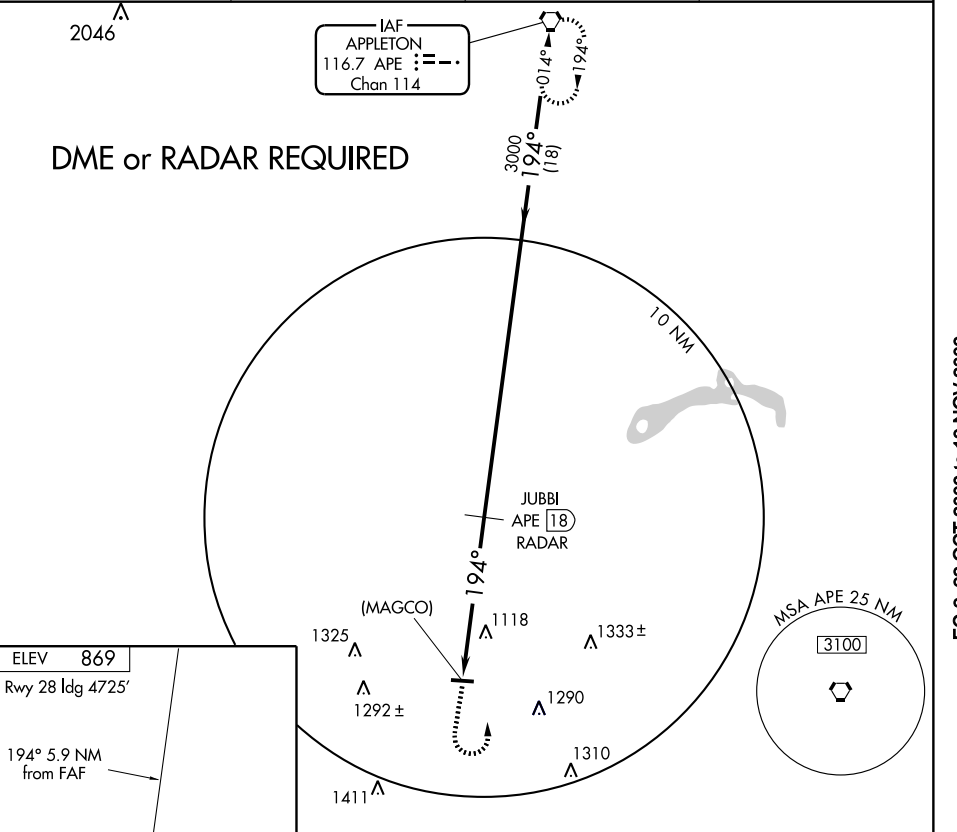
EC-2, 22 OCT 2009 to 19 NOV 2009

▼



▲ NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct APE VORTAC and hold.

ASOS 118.375	COLUMBUS APP CON 132.3 279.6	CLNC DEL 121.65	UNICOM 122.725 (CTAF) 0
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FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

<div><div><div>2000</div><div>↑</div></div><div><div>3000</div><div></div></div><div><div>APE</div><div></div><div>116.7</div></div></div> <div><div><div>JUBBI</div><div>APE 18</div><div>RADAR</div></div><div><div>VORTAC</div></div></div> <div><div><div>(MAGCO)</div><div>APE 23.9</div></div><div><div>194°</div><div>3000</div></div><div><div>3000</div><div>Procedure Turn NA</div></div></div> <tr><td colspan="5"><div><div>5.9 NM</div><div>18 NM</div></div></td></tr> <tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr> <tr><td>CIRCLING</td><td>1580-1 711 (800-1)</td><td>1580-1¼ 771 (800-1¼)</td><td>1640-2¼ 771 (800-2¼)</td><td>NA</td></tr>					<div><div>5.9 NM</div><div>18 NM</div></div>					CATEGORY	A	B	C	D	CIRCLING	1580-1 711 (800-1)	1580-1¼ 771 (800-1¼)	1640-2¼ 771 (800-2¼)	NA
<div><div>5.9 NM</div><div>18 NM</div></div>																			
CATEGORY	A	B	C	D															
CIRCLING	1580-1 711 (800-1)	1580-1¼ 771 (800-1¼)	1640-2¼ 771 (800-2¼)	NA															

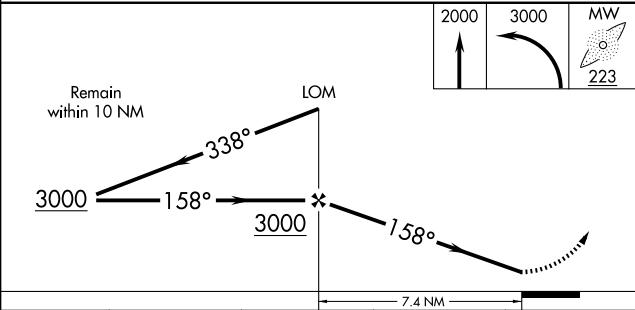
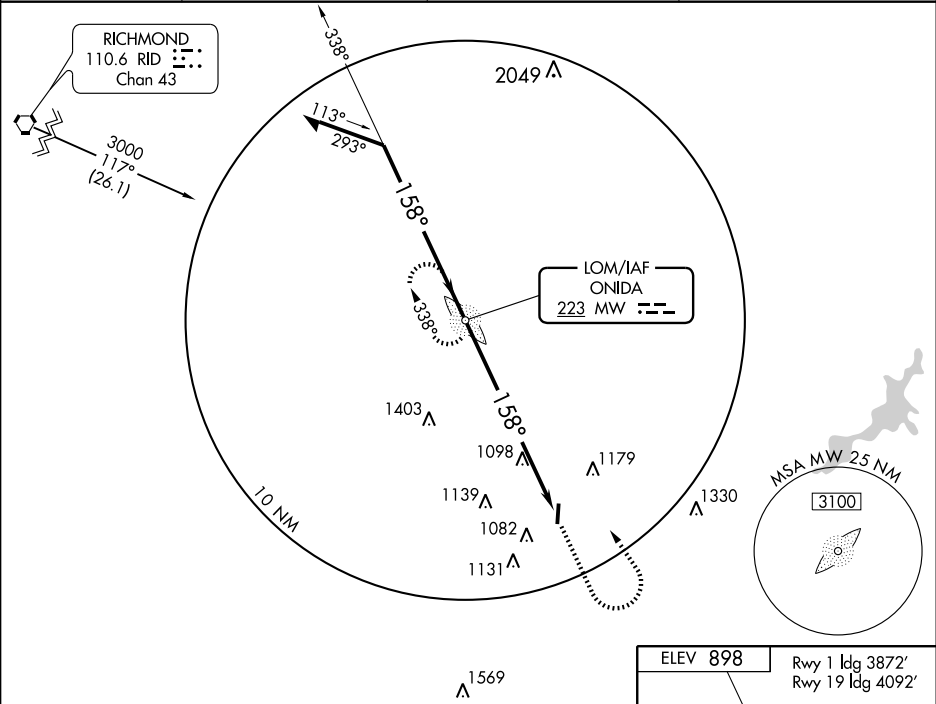
EC-2, 22 OCT 2009 to 19 NOV 2009

LOM MW	APP CRS	Rwy ldg TDZE	N/A
223	158°	Apt Elev	898

MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 direct MW LOM and hold.

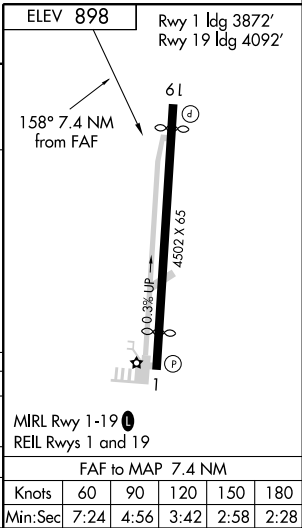
NA Obtain local altimeter setting on CTAF; when not received, use Dayton-Wright Brothers altimeter setting.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) 1



CATEGORY	A	B	C	D
CIRCLING	1560-1 662 (700-1)	1560-1 662 (700-1 3/4)	1560-2 662 (700-2)	1560-2 662 (700-2)

DAYTON-WRIGHT BROTHERS ALTIMETER SETTING MINIMUMS				
CIRCLING	1580-1 682 (700-1)	1580-2 682 (700-2)	1580-2 1/4 682 (700-2 1/4)	1580-2 1/4 682 (700-2 1/4)



RNAV (GPS) RWY 1

LEBANON-WARREN COUNTY (I68)

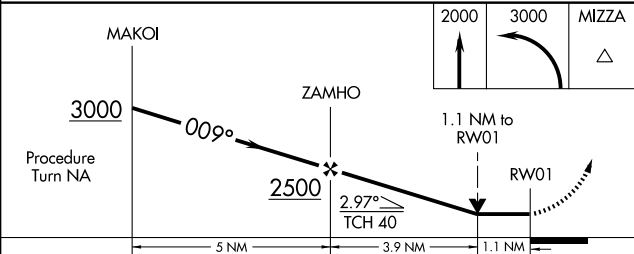
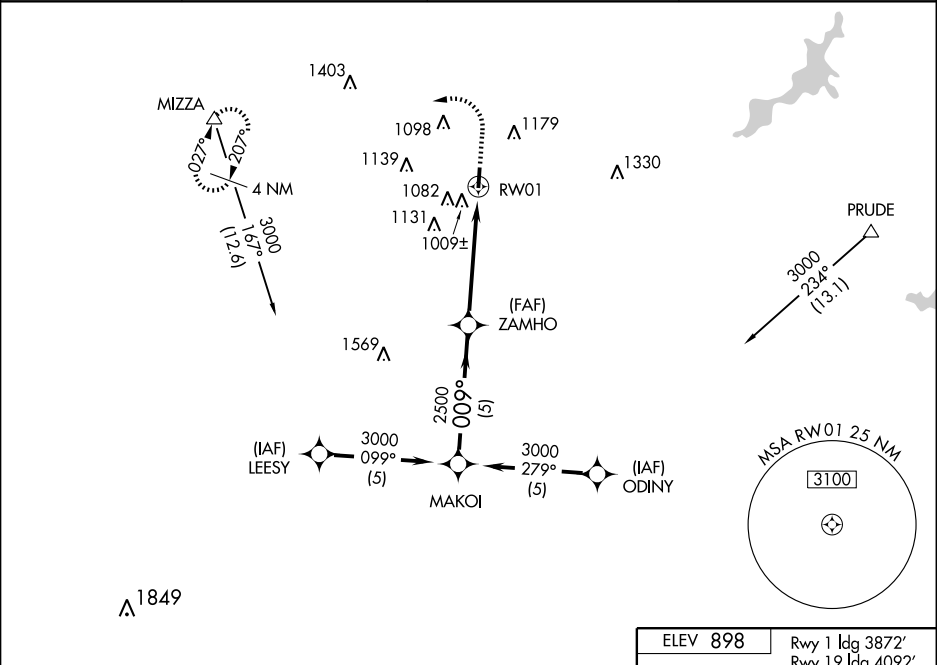
APP CRS 009°	Rwy Idg TDZE Apt Elev	3872 889 898
------------------------	-----------------------------	---

▲ NA

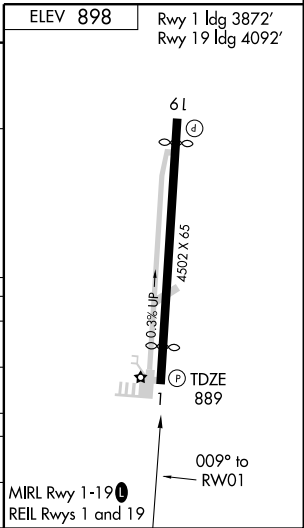
Obtain local altimeter setting on CTAF; when not received use Dayton-Wright Brothers altimeter setting.
VDP NA with Dayton-Wright Brothers altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MIZZA WP and hold.

AWOS-3 120.55	DAYTON APP CON 118.85 127.225 327.1	DAYTON CLNC DEL 119.4	UNICOM 123.075 (CTAF) 1
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CATEGORY	A	B	C	D
LNAV MDA	1260-1 371 (400-1)			1260-1¼ 371 (400-1¼)
CIRCLING	1380-1 482 (500-1)	1400-1 502 (600-1)	1480-1½ 582 (600-1½)	1480-2 582 (600-2)
DAYTON-WRIGHT BROTHERS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1300-1 411 (500-1)		1300-1¼ 411 (500-1¼)	
CIRCLING	1420-1 522 (600-1)		1520-1¾ 622 (700-1¾)	



APP CRS	Rwy ldg	4092
189°	TDZE	897
	Apt Elev	898

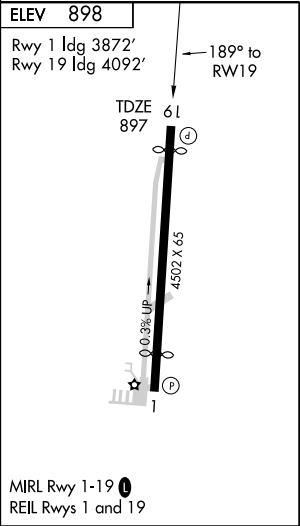
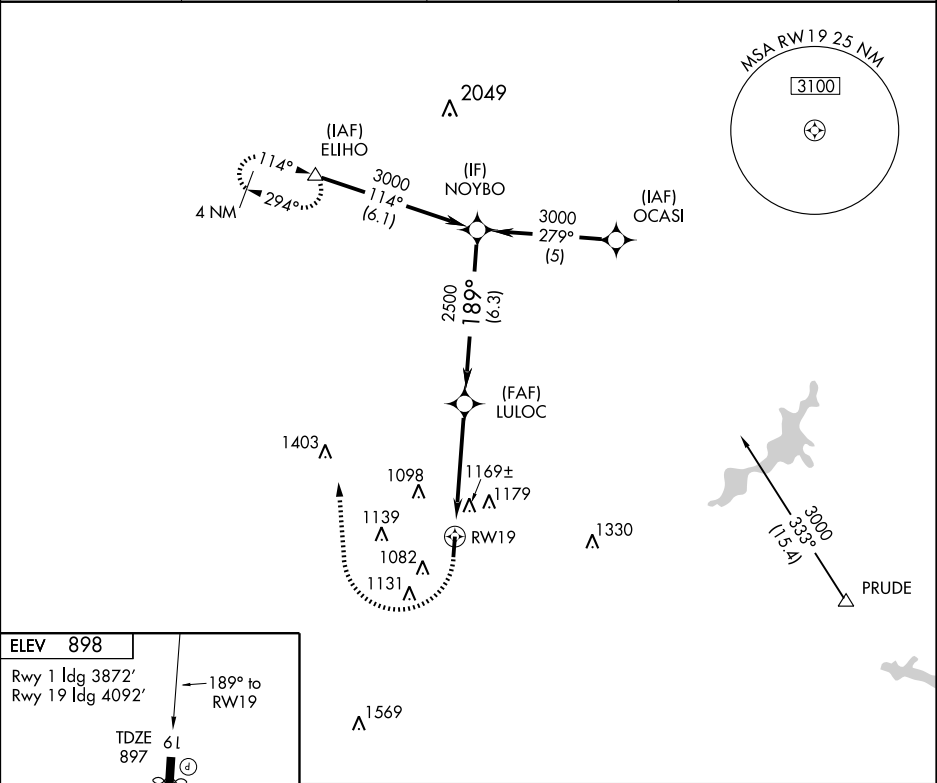
RNAV (GPS) RWY 19

LEBANON-WARREN COUNTY (I68)

⚠ NA When local altimeter not received, use Dayton-Wright Brothers altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct ELIHO and hold.

AWOS-3 120.55	DAYTON APP CON 118.85 127.225 327.1	DAYTON CLNC DEL 119.4	UNICOM 123.075 (CTAF) 0
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3000 ELIHO		VGSI and descent angles not coincident.		NOYBO	
		LULOC		3000	
RWY 19		2500		Procedure Turn NA	
CATEGORY	A	B	C	D	
LNAV MDA	1420-1	523 (600-1)	1420-1½ 523 (600-1½)	1420-1¾ 523 (600-1¾)	
CIRCLING	1480-1	582 (600-1)	1480-1½ 582 (600-1½)	1480-2 582 (600-2)	

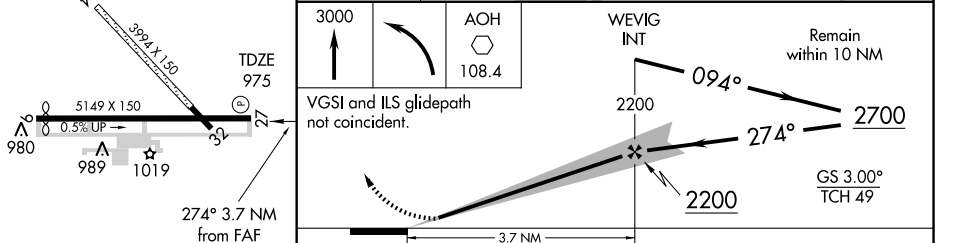
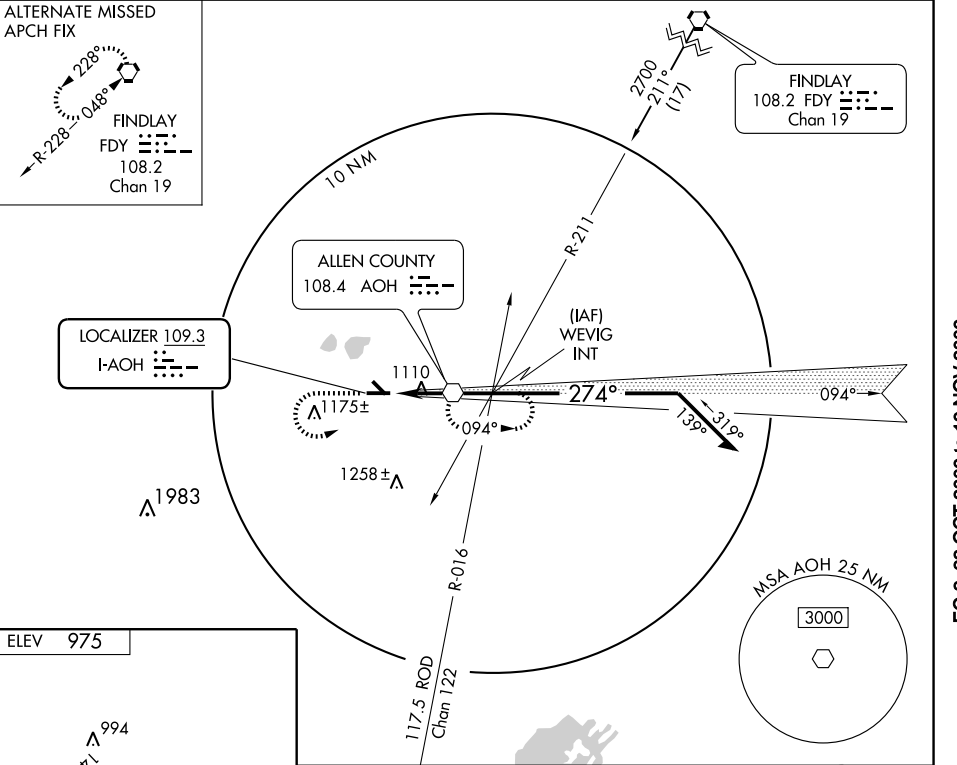
▼

NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 27 all Cats visibility ¼ mile and increase S-LOC 27 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000, then left turn direct AOH VOR and hold.

ASOS 108.4	INDIANAPOLIS CENTER 128.075 269.0	UNICOM 122.7 (CTAF) 0
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REIL Rwy 27 0 HIRL Rwy 9-27 0 FAF to MAP 3.7 NM						CATEGORY	A	B	C	D	
						S-ILS 27	1225-1 250 (300-1)				
						S-LOC 27	1380-1 405 (500-1)			1380-1¼ 405 (500-1¼)	
Knots	60	90	120	150	180	CIRCLING	1420-1	1440-1	1440-1½	1540-2	
Min:Sec	3:42	2:28	1:51	1:29	1:14		445 (500-1)	465 (500-1)	465 (500-1½)	565 (600-2)	

NDB LYL
362

APP CRS
097°

Rwy Idg	5011
TDZE	963
Apt Elev	975

NDB or GPS RWY 9

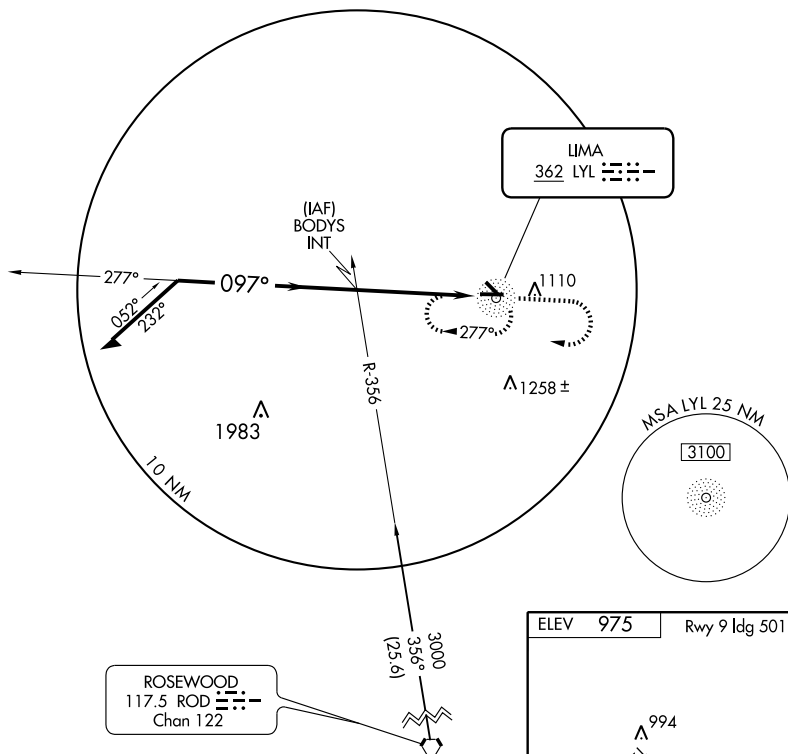
A NA

MISSED APPROACH: Climb to 3000, then right turn direct LYL NDB and hold.

ASOS
108.4

INDIANAPOLIS CENTER
128.075 269.0

UNICOM
122.7 (CTAF) **L**



Remain
within 10 NM

3000

300C

LYL

242

NDB

$\frac{2.99^\circ}{\text{TCH } 40}$

- 4.4 NM -

ELEV	975
------	-----

Rwy 9 ldg 5011'

TDZE

097° to
LYL NDB

REIL Rwy 27 **L**
HIRL Rwy 9-27

Knots	60	90	120	150	180
Min:Sec					

⚠

Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

⚠

Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibilities ¼ mile, and increase LNAV Cat D visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct UCAYU and hold. When authorized by ATC, climb-in-hold to 6000.

ASOS 108.4	INDIANAPOLIS CENTER 128.075 269.0	UNICOM 122.7 (CTAF) 1
---------------	--------------------------------------	--------------------------

MSA RW 27 25 NM

3000

UCAYU

094°

274°

4 NM

Procedure NA for arrival on FDY VORTAC
airway radials 148 CW 243

Findlay FDY

3000

197°

(10.2)

1983

1175 ±

1110

1114 ±

2200

274°

(6)

(FAF) WEVIG

274°

4 NM

(IAF) ACUZI

3000 NoPT

184°

(5)

(IF/IAF) DIYZO

3000 NoPT

004°

(5)

(IAF) CAGIN

3000

343°

(5.7)

BUZZI

Procedure NA for arrival at BUZZI
via V144 eastbound.

ELEV 975

994

3994 X 150

5149 X 150

0.5 UP

989

1019

27

274° to RW27

REIL Rwy 27 1

HIRL Rwy 9-27 1

3000

UCAYU

VGSI and RNAV glidepath not coincident.

DIYZO

4 NM Holding Pattern

094°

274°

3000

GS 3.00°

TCH 49

RW27

WEVIG

2200

274°

3.7 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1270-1 295 (300-1)			
LNAV/ VNAV DA	1391-1½ 416 (500-1½)			
LNAV MDA	1380-1	405 (500-1)	1380-1¼	405 (500-1¼)
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

EC-2: 22 OCT 2009 to 19 NOV 2009

VOR AOH	APP CRS	Rwy Idg	5149
108.4	274°	TDZE	975
		Apt Elev	975

VOR RWY 27
LIMA ALLEN COUNTY (AOH)

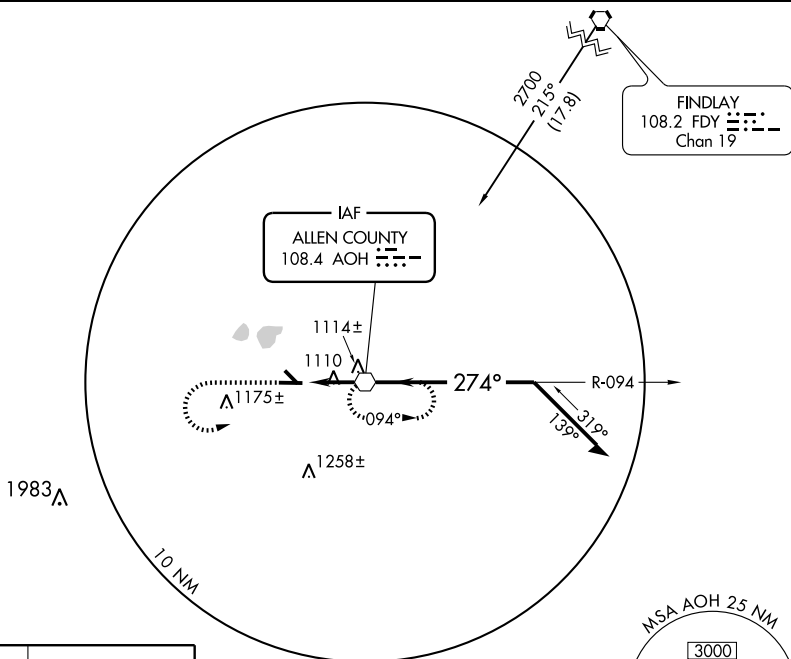
T Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 80 feet and S-27 Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 then left turn direct AOH VOR and hold.

ASOS
108.4

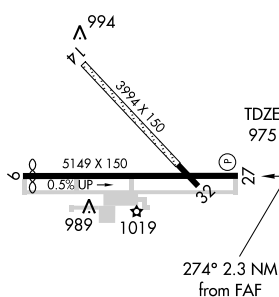
INDIANAPOLIS CENTER
128.075 269.0

UNICOM
122.7 (CTAF) **L**



EC-2, 22 OCT 2009 to 19 NOV 2009

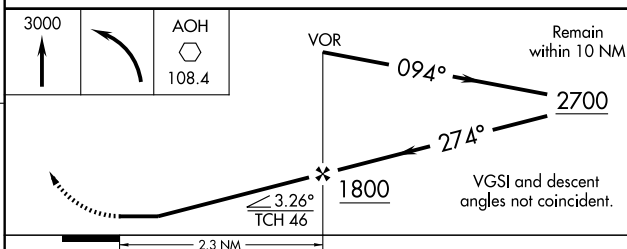
ELEV 975



REIL Rwy 27 **L**
HIRL Rwy 9-27 **L**

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D
S-27	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

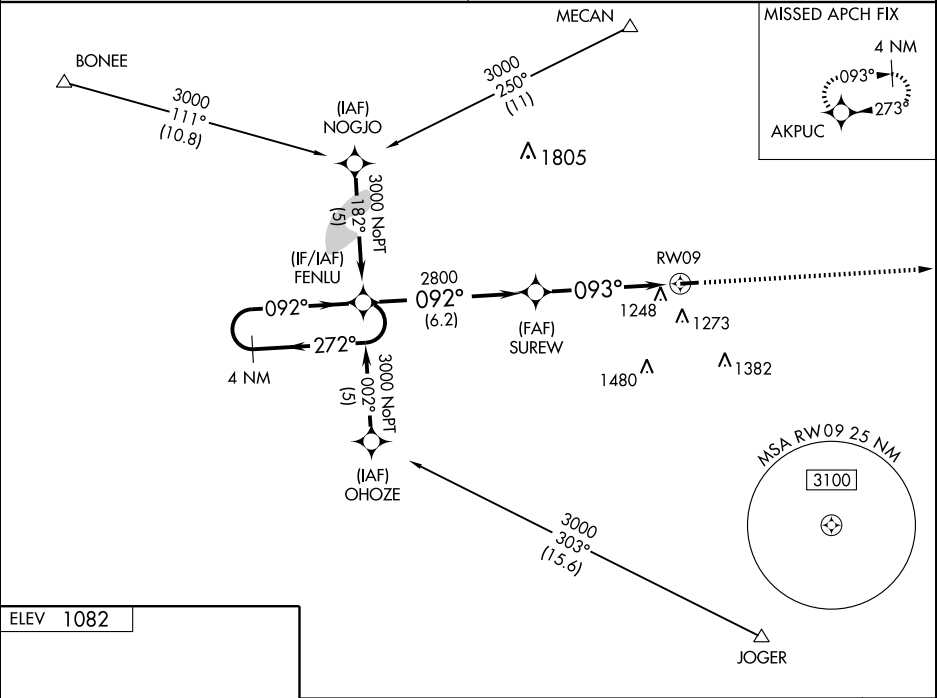
WAAS CH 53409 W09A	APP CRS 093°	Rwy Idg TDZE Apt Elev	4001 1082 1082
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RNAV (GPS) RWY 9
LONDON/MADISON COUNTY (UYF)

Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct AKPUC and hold.

DAYTON APP CON 118.85 127.225 327.1	UNICOM 123.0 (CTAF)
---	-------------------------------



ELEV 1082

TDZE 1082

0.8% UP

4001 X 75

093° to RW09

REIL Rwy 9 and 27

MIRL Rwy 9-27

4 NM Holding Pattern		FENLU		3000	AKPUC
3000		272°	092°	092°	
GS 3.00° TCH 40					
VGSI and RNAV glidepath not coincident.					
		6.2 NM	5.2 NM		
CATEGORY	A	B	C	D	
LPV DA		1332-1	250 (300-1)		
LNAV/VNAV DA		1548-1¾	466 (500-1¾)		
LNAV MDA	1580-1	498 (500-1)	1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)	
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)	

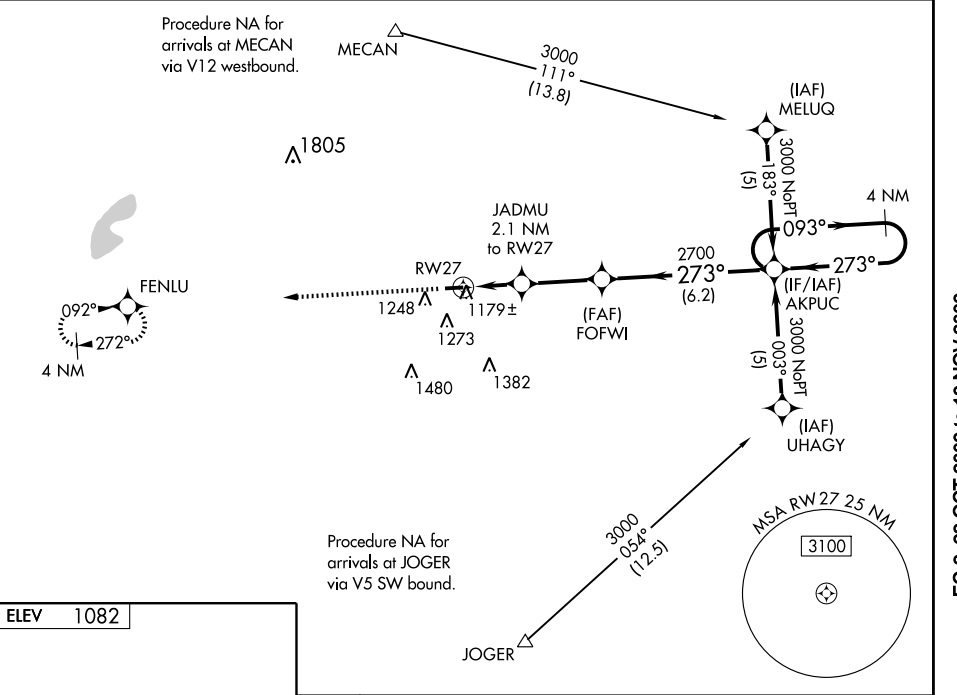
▼
▲ NA

Baro-VNAV and VDP NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LPV visibility ¼ mile all Cats, LNAV Cat C/D ¼ mile, and Circling Cat C ¼ mile.

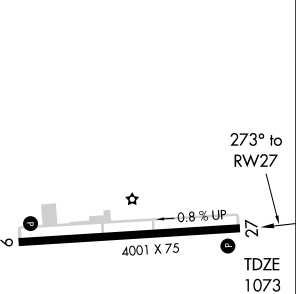
MISSED APPROACH: Climb to 3000 direct FENLU and hold.

DAYTON APP CON
118.85 127.225 327.1

UNICOM
123.0 (CTAF) 0



ELEV 1082



	3000	FENLU	JADMU 2.1 NM to RW27	FOFWI	AKPUC	4 NM Holding Pattern
	↑	✧				
	*LNAV only	*1.4 NM to RW27		2700	273°	093° → 3000
				1740*	2700	← 273°
						GS 3.00° TCH 40
						VGSI and RNAV glidepath not coincident.
	1.4	0.7	2.9 NM	6.2 NM		
CATEGORY	A	B	C	D		
LPV DA		1400-1¼	327 (400-1¼)			
LNAV/VNAV DA		1449-1½	376 (400-1½)			
LNAV MDA	1540-1	467 (500-1)	1540-1¼	467 (500-1¼)	1540-1½	467 (500-1½)
CIRCLING	1600-1	1640-1	1640-1½	1640-1½	1640-2	1640-2
	518 (600-1)	558 (600-1)	558 (600-1½)	558 (600-1½)	558 (600-2)	558 (600-2)

REIL Rwy 9 and 27 0

MIRL Rwy 9-27 0

CLEVELAND DEP CON
126.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.

Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.

Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.

Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.

Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

TAKE-OFF MINIMUMS:

Rwy 7: ATC climb of 390 feet per NM to 2800'.

Rwy 25: ATC climb of 420 feet per NM to 2800'.

ALPHE



3000
324°
(99)



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

AMRST TWO DEPARTURE

CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF MINIMUMS:

RWYs 7, 25: STANDARD.

NOTE: RADAR REQUIRED

..... or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:

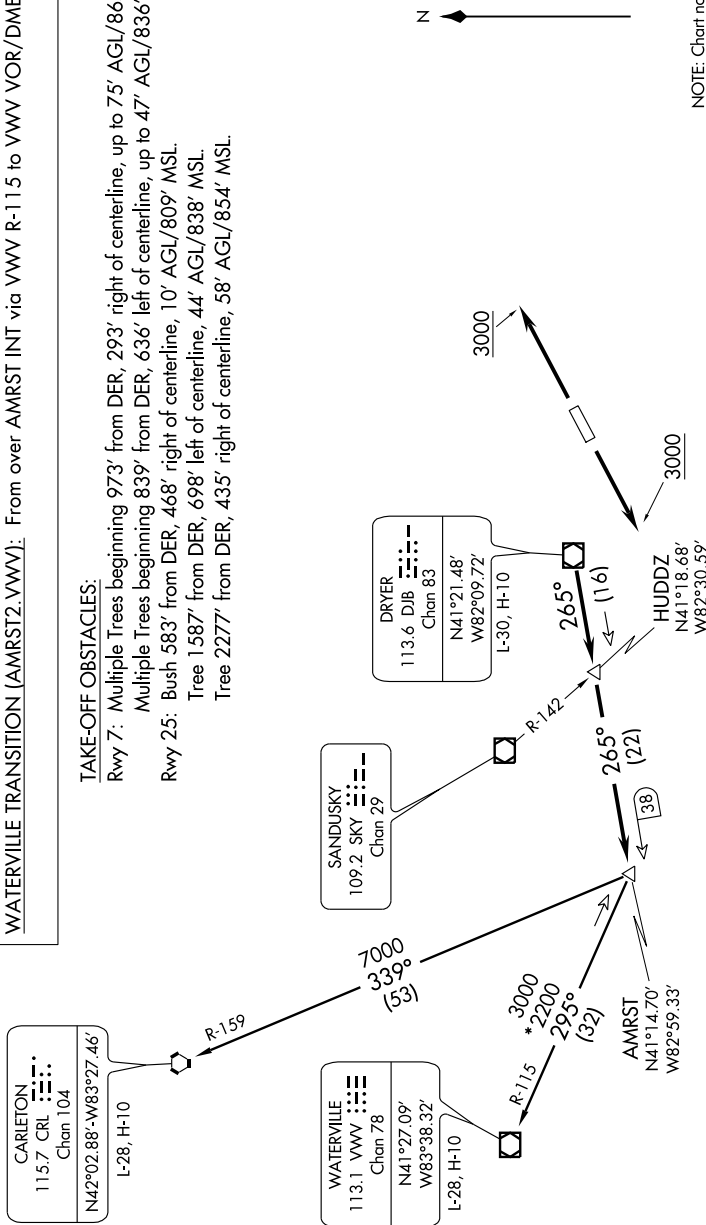
Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.

Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.

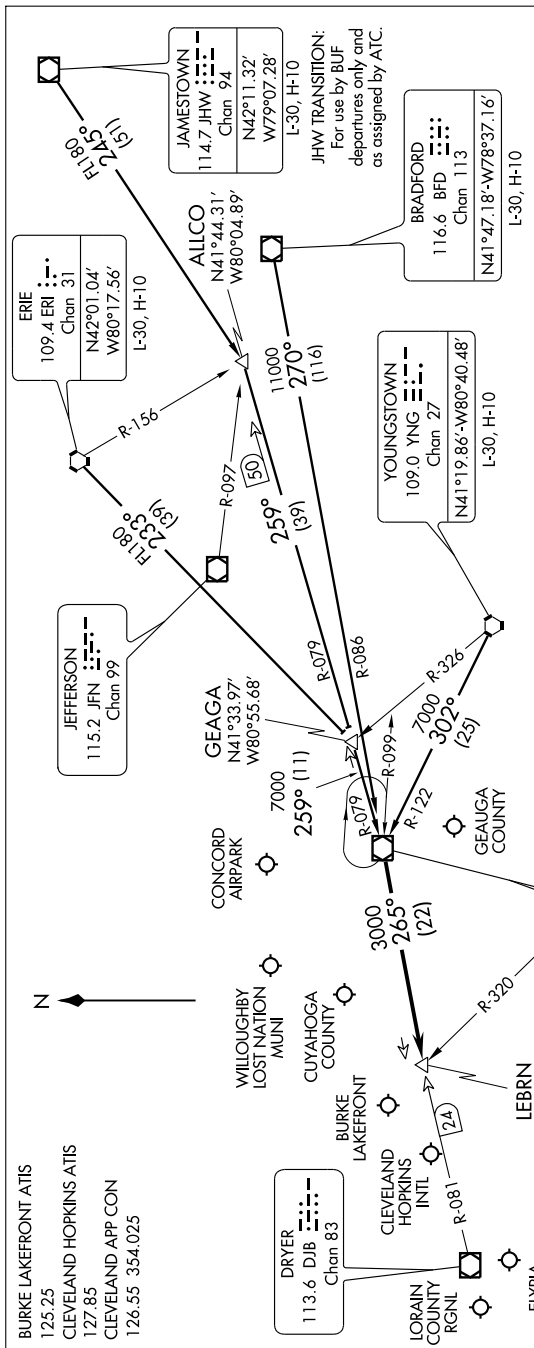
Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.

Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.

Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.



NOTE: Chart not to scale.



ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

VERTICAL NAVIGATION

PLANNING INFORMATION

TURBOJET: Expect clearance to cross at 10,000' and 250 Kts.

PROPS: Expect clearance to cross at 9000'.

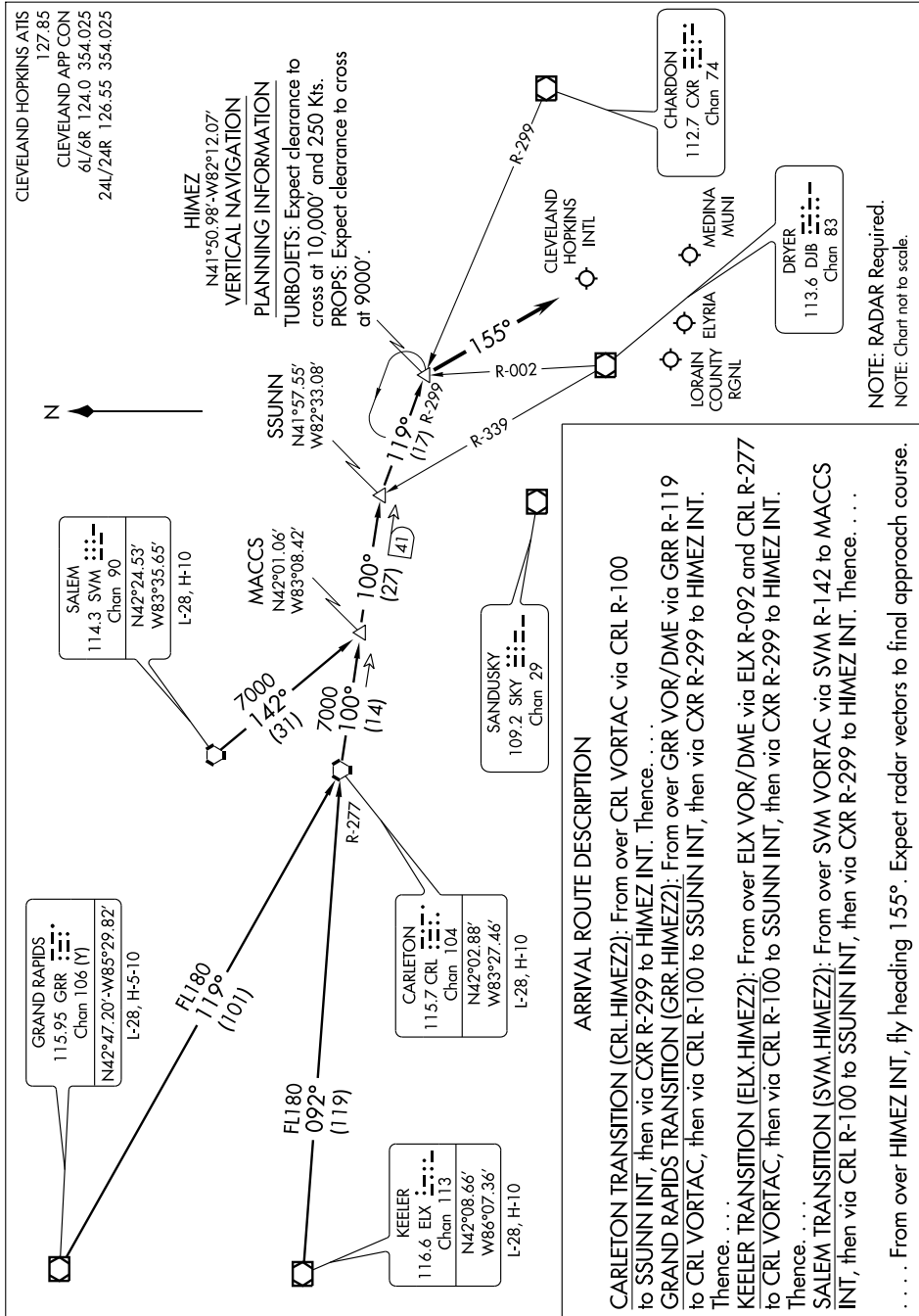
NOTE: RADAR Required.

NOTE: Chart not to scale.

HIMEZ TWO ARRIVAL



ST-84 (FAA)

CLEVELAND, OHIO

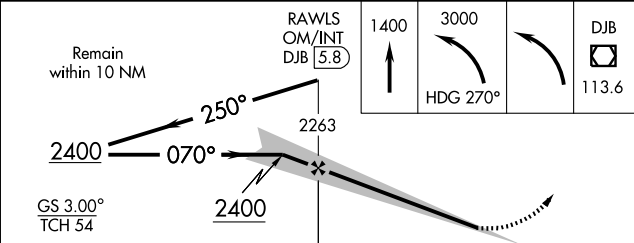
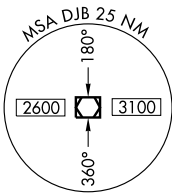
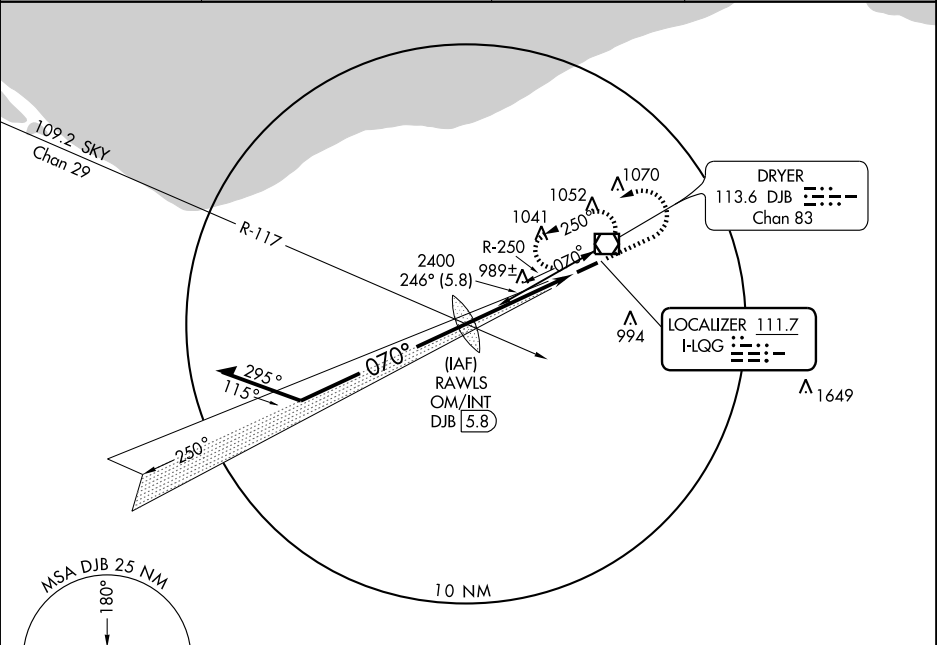


LOC I-LQG	APP CRS	Rwy Idg	5002
111.7	070°	TDZE	794
		Apt Elev	794

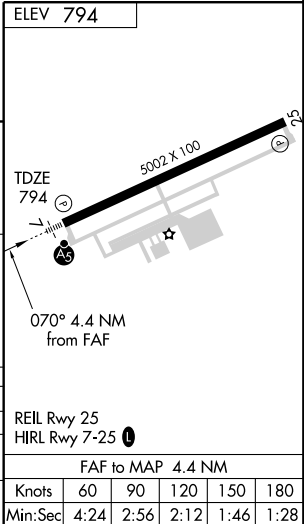
ILS or LOC RWY 7
LORAIN COUNTY RGNL (LPR)

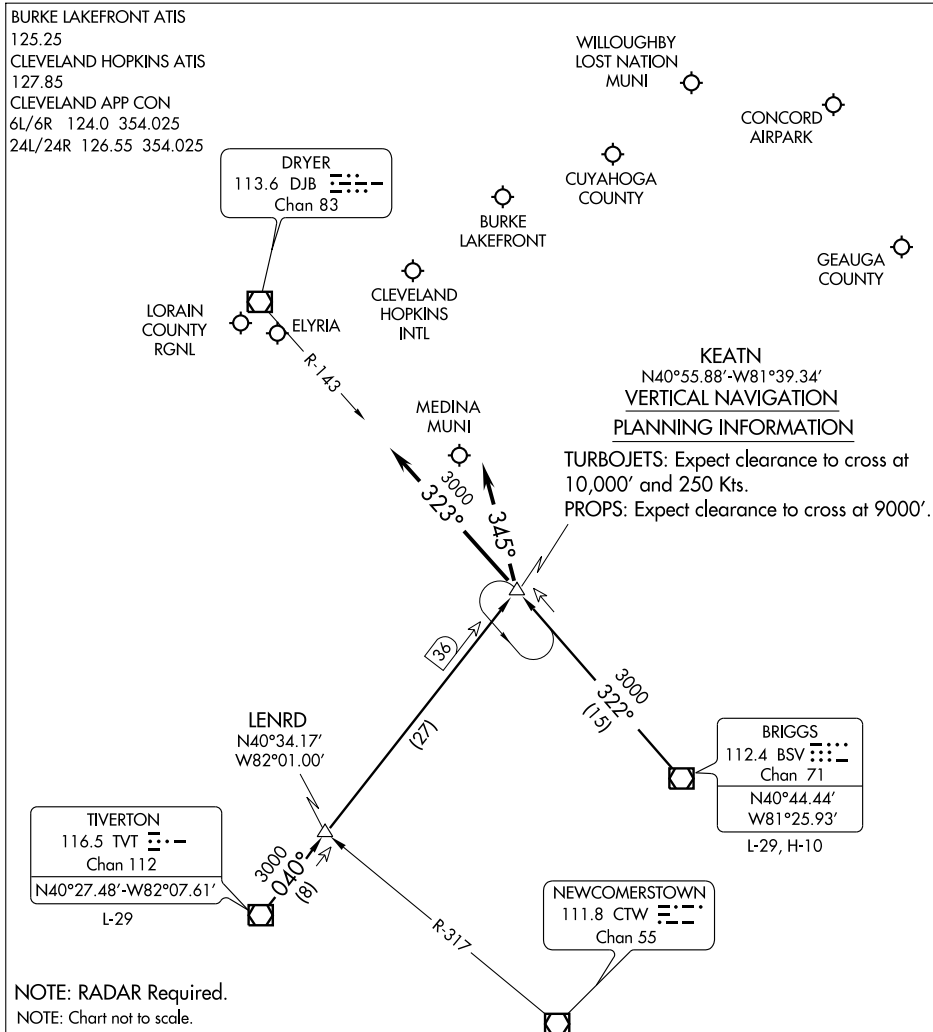
	MALSR 	MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 via heading 270° then left turn direct DJB VOR/DME and hold.
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ASOS 121.425	CLEVELAND APP CON 126.35 354.025	CLNC DEL 125.7	UNICOM 122.7 (CTAF) 
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CATEGORY	A	B	C	D
S-ILS 7	994-1/2 200 (200-1/2)			
S-LOC 7	1240-1/2 446 (500-1/2)	1240-3/4 446 (500-3/4)	1240-1 446 (500-1)	
CIRCLING	1240-1 446 (500-1)	1260-1 466 (500-1)	1260-1 1/2 466 (500-1 1/2)	1360-2 566 (600-2)





ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence. . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence. . .

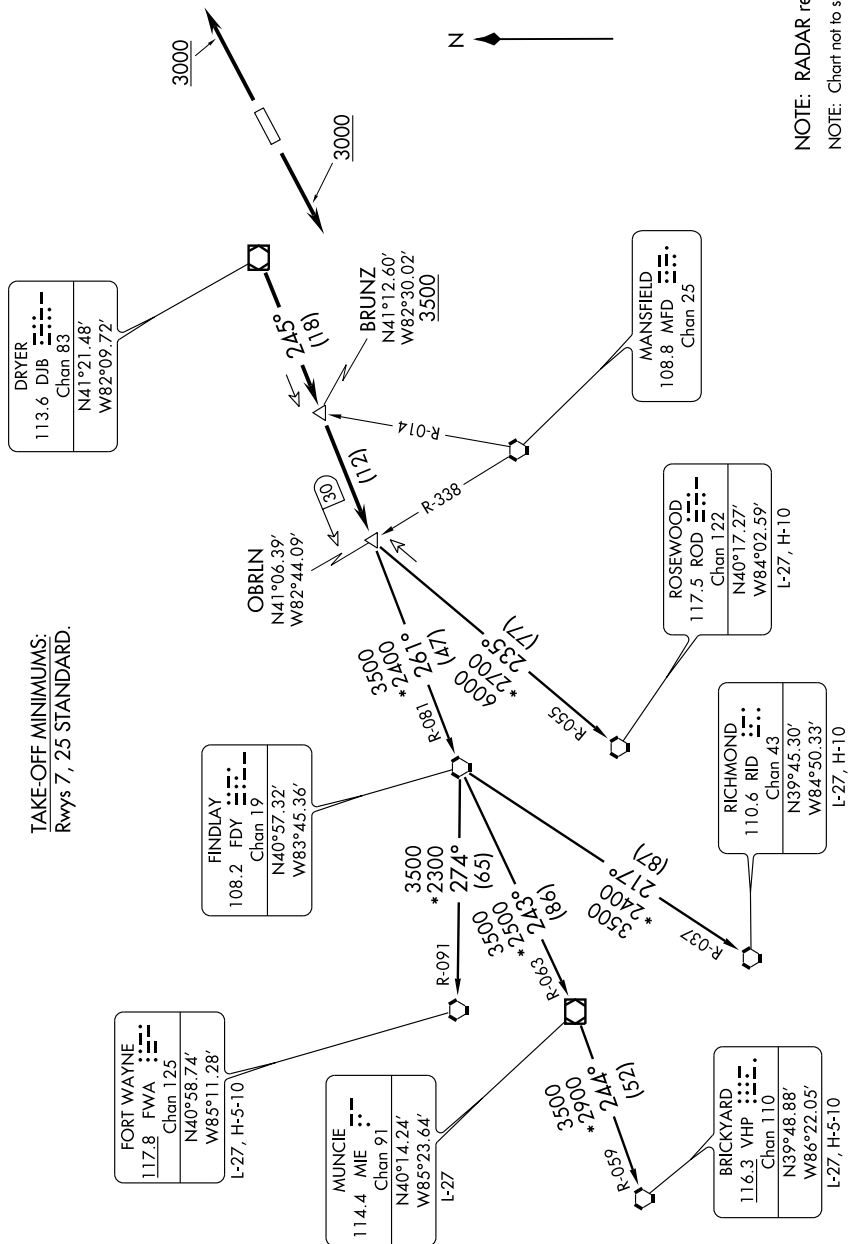
LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 7, 25 STANDARD.



NOTE: RADAR required

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.
Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.

Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.
Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.
Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

WAAS CH 99612 W07A	APP CRS 069°	Rwy Idg TDZE Apt Elev	5002 793 793
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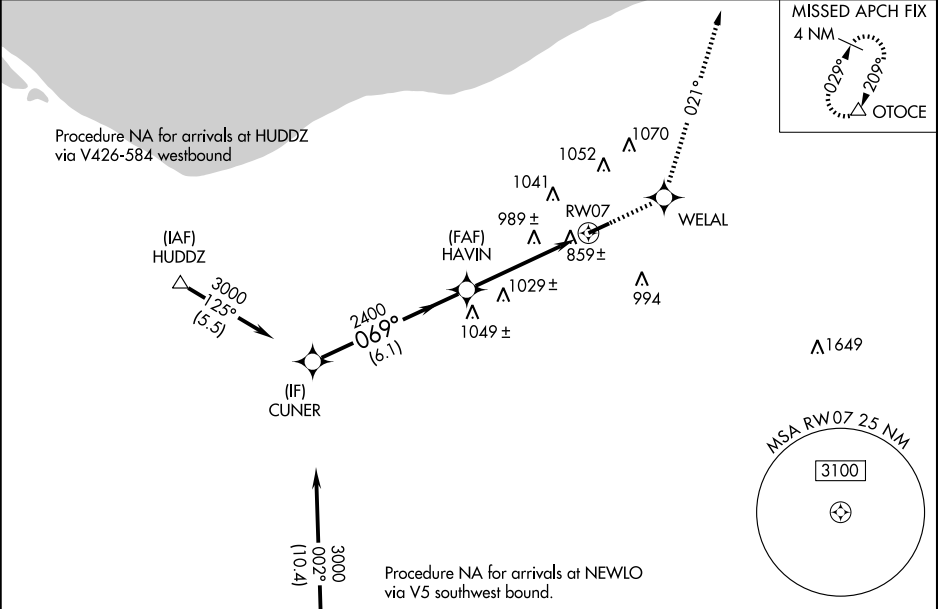
RNAV (GPS) RWY 7
LORAIN COUNTY RGNL (LPR)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA 36 feet, all MDA 40 feet, increase LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Cleveland-Hopkins Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct WELAL and via 021° track to OTOCE and hold.

ASOS 121.425	CLEVELAND APP CON 126.35 354.025	CLNC DEL 125.7	UNICOM 122.7 (CTAF)
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CUNER				
3000				
Procedure Turn NA				
GS 3.00° TCH 54				
6.1 NM 3.4 NM 1.4 NM				
CATEGORY	A	B	C	D
LPV DA	993-1½		200 (200-½)	
LNAV/VNAV DA	1133-¾		340 (400-¾)	
LNAV MDA	1280-½ 487 (500-½)		1280-¾ 487 (500-¾)	1280-1 487 (500-1)
CIRCLING	1280-1 487 (500-1)		1280-1½ 487 (500-1½)	1360-2 567 (600-2)

ELEV 793

TDZE 793

069° to RW07

REIL Rwy 25
HIRL Rwy 7-25

SANDUSKY TWO DEPARTURE

CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence....

.... or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

CARLETON
115.7 CRL $\vdots\vdots\vdots$
Chan 104
N42°02.89'
W83°27.46'
L-28, H-10

SANDUSKY
109.2 SKY $\vdots\vdots\vdots$
Chan 29
N41°26.07'
W82°39.29'
L-30

DRYER
113.6 DJB $\vdots\vdots\vdots$
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

TAKE-OFF MINIMUMS:
Rwys 7, 25 STANDARD.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.

Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.

Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.

Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.

Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

FILUP
N41°33.99'
W83°11.14'

3100
340°
(31)

3000
*2300
292°
(25)

3000

3000

N

VOR/DME DJB 113.6 Chan 83	APP CRS 070°	Rwy Idg TDZE Apt Elev	N/A N/A 793
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VOR-A
LORAIN COUNTY RGNL (LPR)

T When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, increase circling Cat C/D visibility ¼ mile.

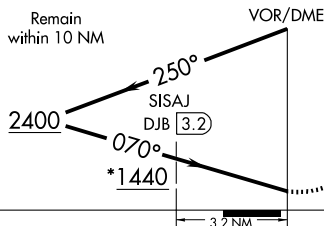
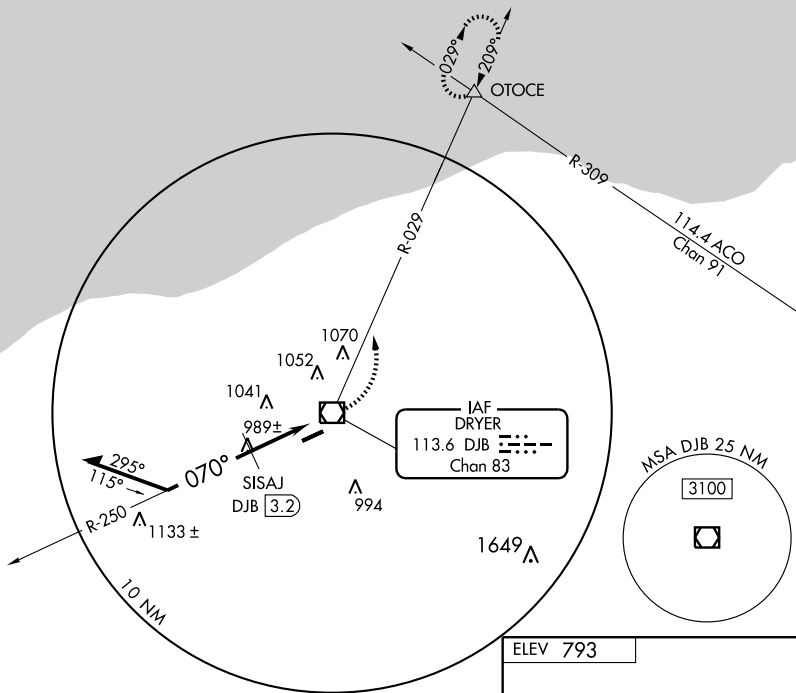
MISSED APPROACH: Climbing left turn to 3000 via heading 029° and DJB VOR/DME R-029 direct OTOCE INT and hold.

ASOS
121,425

CLEVELAND APP CON
126.35 354.025

CLNC DEL
125.7

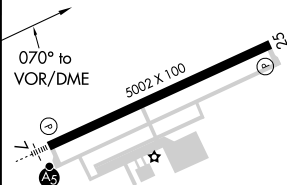
UNICOM
122.7 (CTAF) **L**



3000 ↖ 029°	DJB R-029 113.6	OTOCE △
-------------------	-----------------------	------------

* 1480 when using Cleveland-Hopkins altimeter setting.

CATEGORY	A	B	C	D
CIRCLING	1440-1	647 (700-1)	1440-1½ 647 (700-1½)	1440-2 647 (700-2)
SISAJ DME MINIMUMS				
CIRCLING	1300-1	507 (600-1)	1300-1½ 507 (600-1½)	1360-2 567 (600-2)



REIL Rwy 25
HIRL Rwy 7-25 **L**



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

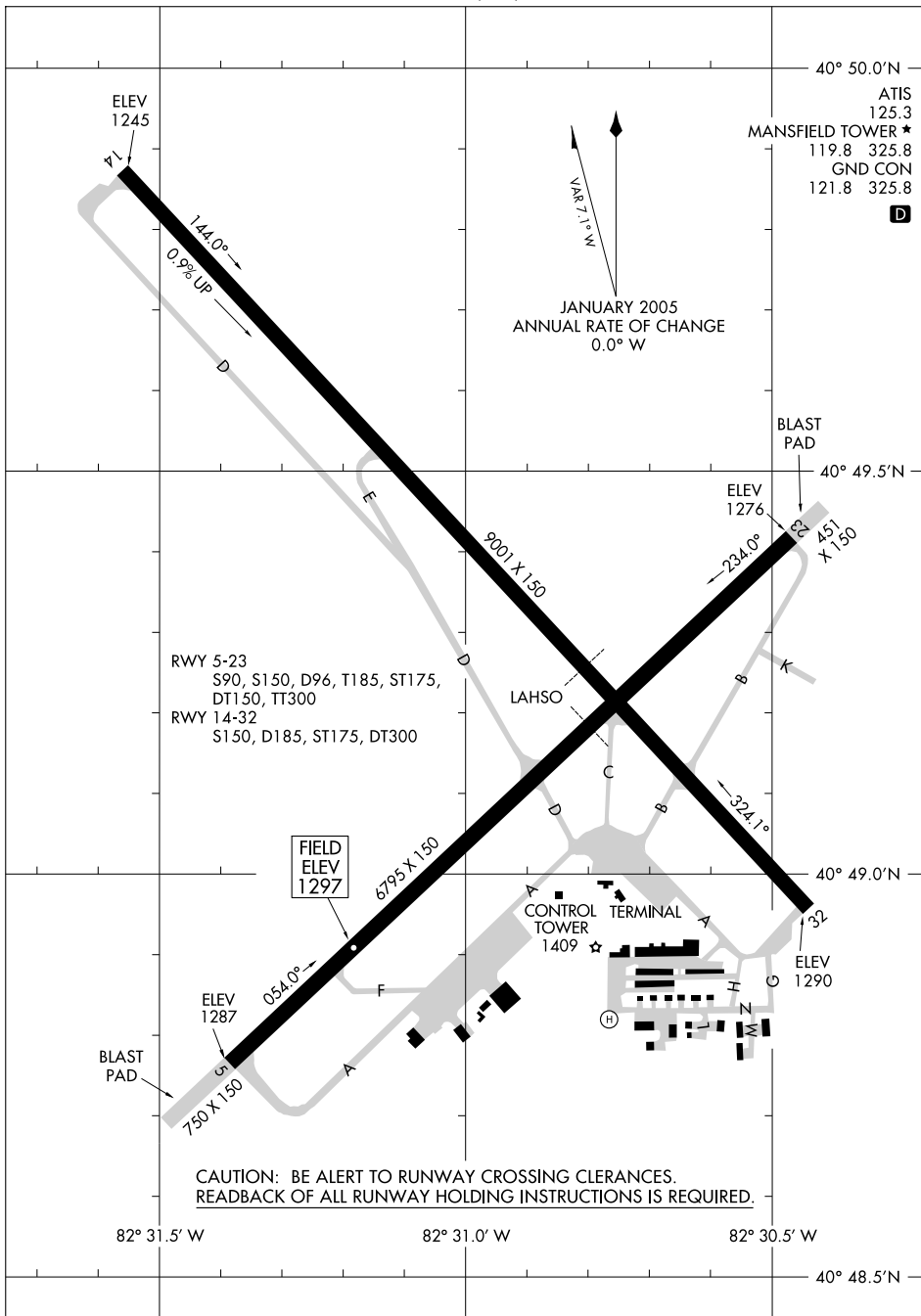
ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

AIRPORT DIAGRAM

AL-860 (FAA)

MANSFIELD LAHM RGNL (MF'D)
MANSFIELD, OHIO



EC-2, 22 OCT 2009 to 19 NOV 2009

VORTAC MFD
108.8
Chan **25**

APCH CRS
130°

Rwy Idg **9001**
TDZE **1276**
Arpt Elev **1297**

HI-VOR/DME or TACAN RWY 14

JAL-860 [USAF]

MANSFIELD LAHM RGNL (KMFD)

MISSED APPROACH: Climbing left turn to 4000 via MFD R-105 to BIARD 8 DME and hold.

ATIS
125.3

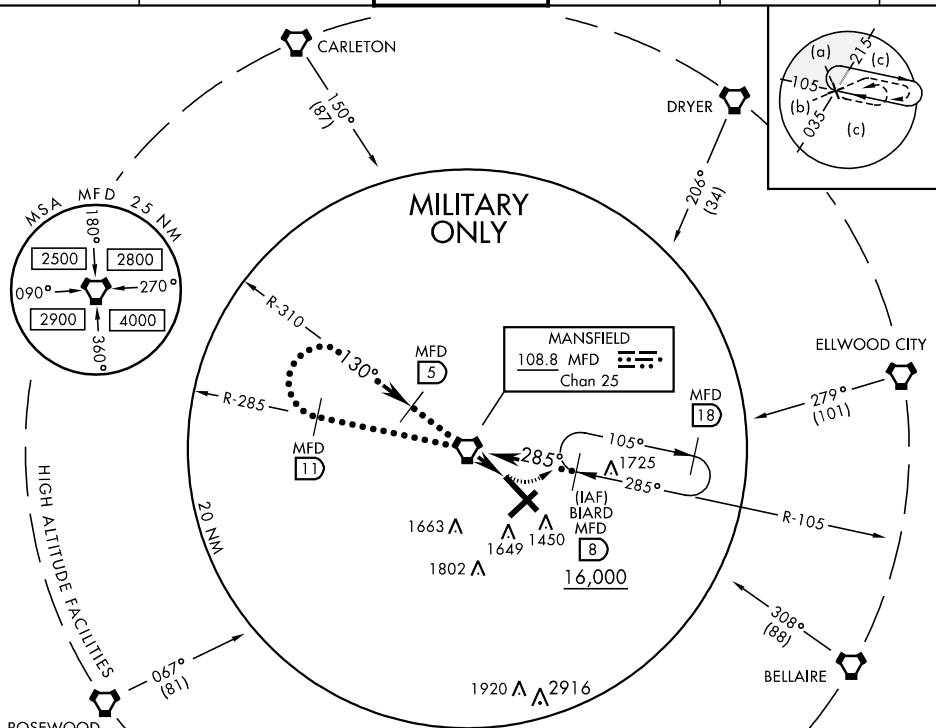
MANSFIELD APP CON
124.2 390.8

MANSFIELD TOWER
119.8 0 325.8

GND CON
121.8 325.8

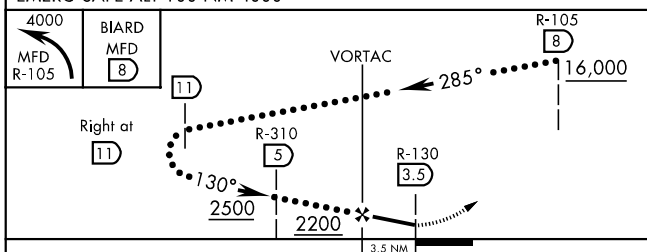
UNICOM
122.95

ASR

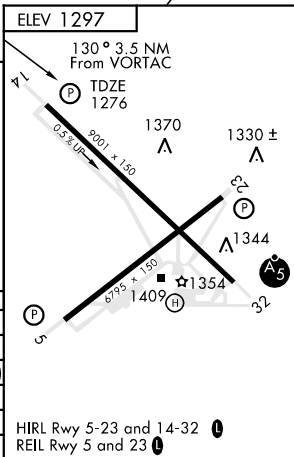


EMERG SAFE ALT 100 NM 4000

When control tower closed use
Cleveland-Hopkins altimeter setting.



CATEGORY	C	D	E
S-14	1620-1 344 (400-1)	1620-1¼ 344 (400-1¼)	
CIRCLING	1760-1½ 463 (500-1½)	1860-2 563 (600-2)	2000-2¼ 703 (800-2¼)
CLEVELAND-HOPKINS ALTIMETER SETTINGS MINIMUMS			
S-14	1920-1¾ 644 (700-1¾)	1920-2 644 (700-2)	1920-2¼ 644 (700-2¼)
CIRCLING	2060-2¼ 763 (800-2¼)	2120-2¾ 823 (900-2¾)	2300-3 1003 (1100-3)



LOC I-MFD 110.5	APP CRS 323°	Rwy Idg TDZE Apt Elev	9001 1293 1297
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 32 MANSFIELD LAHM RGNL (MFD)

When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet, all MDA 120 feet, increase S-LOC 32 Cat C/D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D ¼ mile.

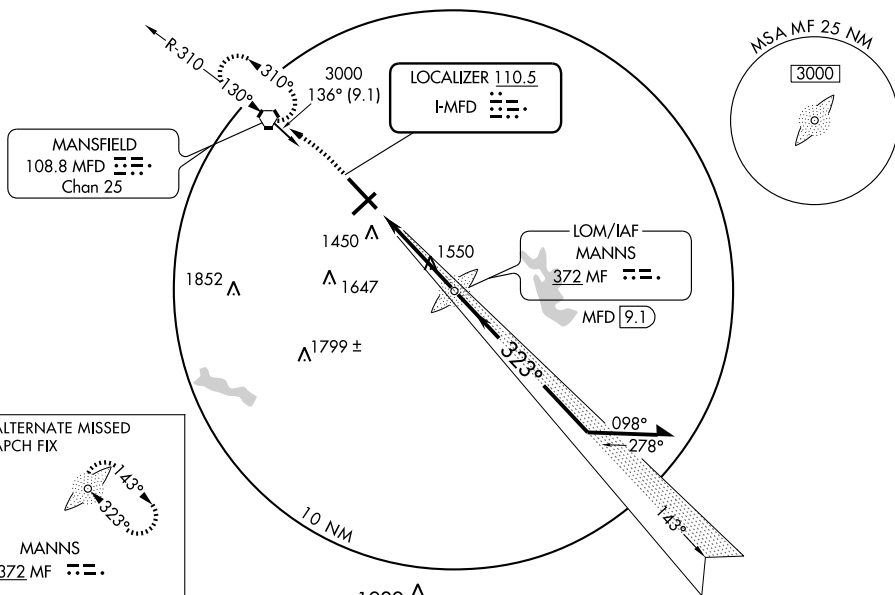
ASR For inoperative MALSRS when using Marion altimeter setting, increase S-ILS 32 visibility ½ mile all Cats.

MALSRS



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.

ATIS 125.3	MANSFIELD APP CON * 124.2 390.8	MANSFIELD TOWER * 119.8 (CTAF) 0 325.8	GND CON 121.8 325.8	UNICOM 122.95
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EC-2, 22 OCT 2009 to 19 NOV 2009

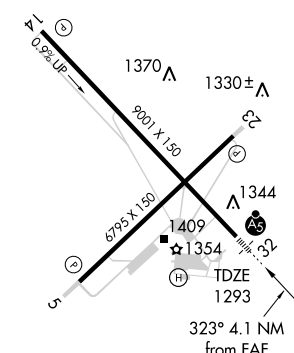
ALTERNATE MISSED
APCH FIX

MANN
372 MF

ELEV 1297

D

ADF or DME or RADAR REQUIRED


HIRL Rwy 5-23 and 14-32
REIL Rwy 5 and 23

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

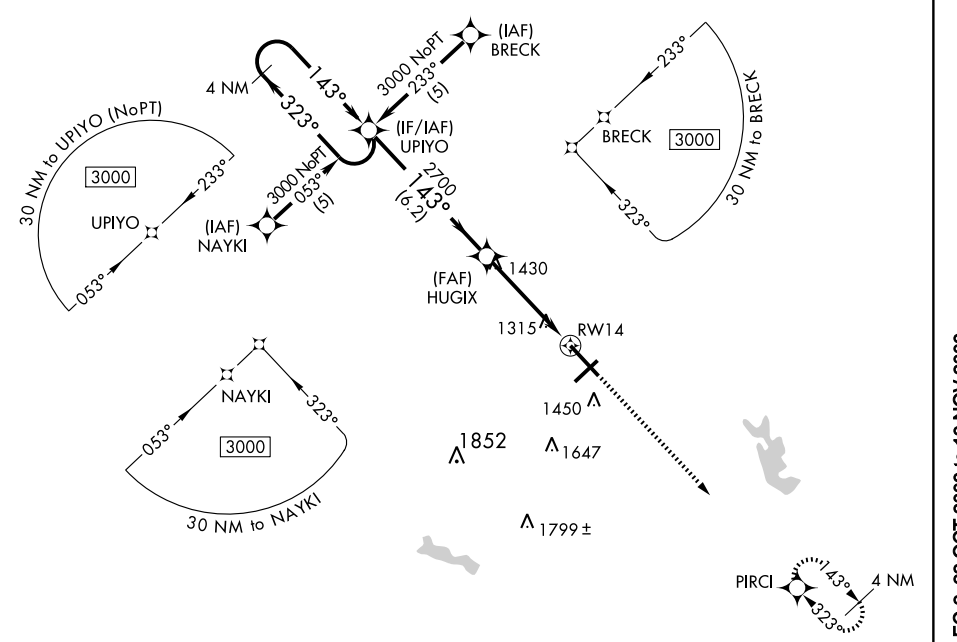
<div>2000</div> <div>↑</div>	<div>3000</div> <div>↷</div>	<div>MFD</div> <div>108.8</div> <div></div>	<div>LOM</div> <div>2640</div> <div>143°</div> <div>323°</div> <div>3000</div> <div>2700</div> <div>Remain within 10 NM</div> <div>GS 3.00°</div> <div>TCH 46</div>				
<div></div> <div>4.1 NM</div>							
CATEGORY	A	B	C	D			
S-ILS 32	1493/24					200 (200-½)	
S-LOC 32	1860/24 567 (600-½)		1860/50 567 (600-1)		1860/60 567 (600-1½)		
CIRCLING	1860-1 563 (600-1)		1860-1½ 563 (600-1½)		1880-2 583 (600-2)		

APP CRS	Rwy Idg	9001
143°	TDZE	1276
	Apt Elev	1297

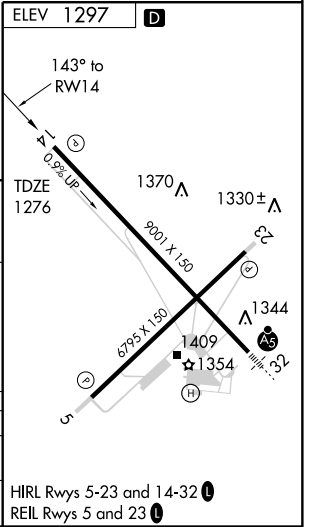
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet and LNAV Cat C and Circling Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
PIRCI and hold.

ATIS 125.3	MANSFIELD APP CON ★ 124.2 390.8	MANSFIELD TOWER ★ 119.8 (CTAF) 0 325.8	GND CON 121.8 325.8	UNICOM 122.95
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4 NM Holding Pattern	UPIYO	HUGIX	1 NM to RWY 14	RWY 14
3000	323°	143°	2700	3.04° TCH 42
6.2 NM	3.3 NM	1 NM		
CATEGORY	A	B	C	D
LNAV MDA	1620-1	344 (400-1)	1620-1¼	344 (400-1¼)
CIRCLING	1760-1	463 (500-1)	1760-1½	1880-2
			463 (500-1½)	583 (600-2)



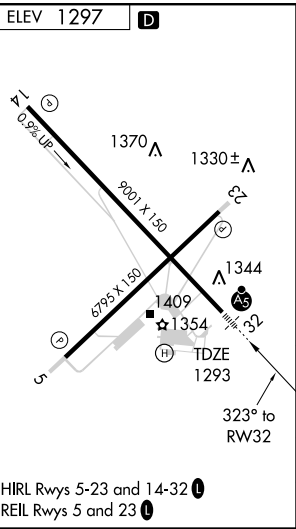
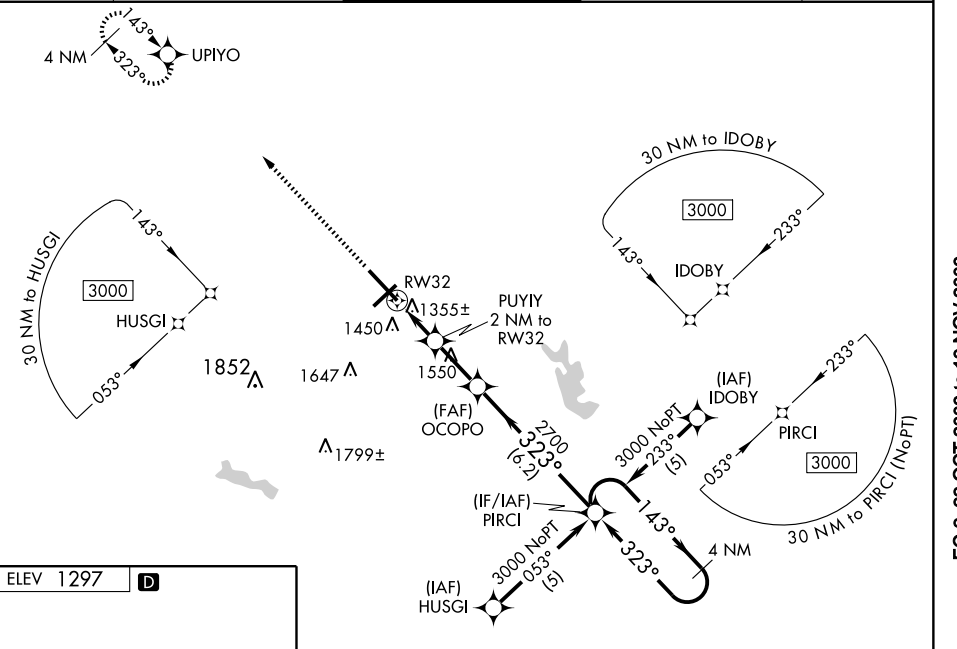
WAAS CH 99611 W32A	APP CRS 323°	Rwy Idg TDZE Apt Elev	9001 1293 1297
--	------------------------	-----------------------------	---

Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet, LNAV Cat C and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats ½ mile. For inoperative MALSR increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Marion altimeter setting increase LPV all Cats visibility to 1. VDP NA with Marion altimeter setting.

MALSR

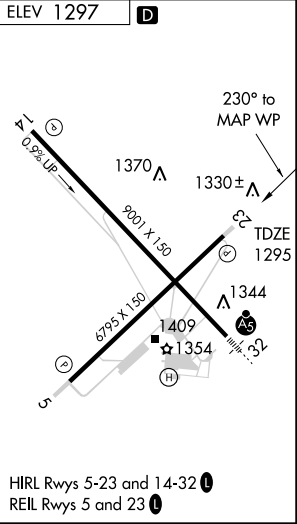
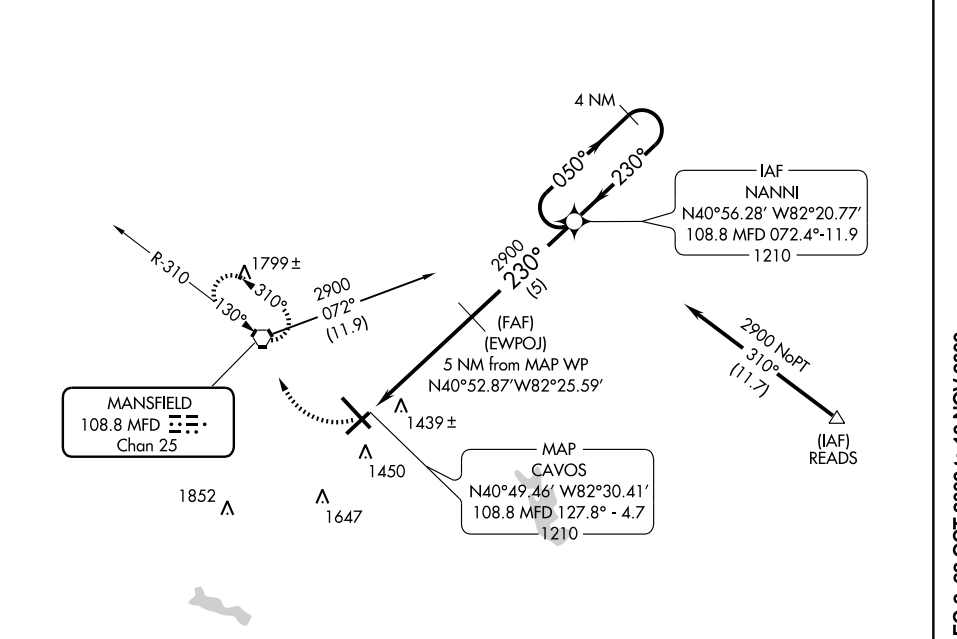
MISSED APPROACH:
Climb to 3000 direct
UPIYO and hold.

ATIS 125.3	MANSHFIELD APP CON★ 124.2 390.8	MANSHFIELD TOWER★ 119.8 (CTAF) 0 325.8	GND CON 121.8 325.8	UNICOM 122.95
----------------------	---	--	-------------------------------	-------------------------



3000	UPIYO	OCPO	PIRCI	4 NM Holding Pattern
*LNAV only	PUYIY 2 NM to RW32	OCPO	PIRCI	
	*1 NM to RW32	*1960	2700	GS 3.00 TCH 46
	1 NM	1 NM	2.2 NM	6.2 NM
CATEGORY	A	B	C	D
LPV DA	1493/24		200 (200-½)	
LNAV/VNAV DA	1789/60		496 (500-1¼)	
LNAV MDA	1660/24		367 (400-½)	
			1660/50 367 (400-1)	
CIRCLING	1760-1		1760-1½ 463 (500-1½)	
			1880-2 583 (600-2)	

ASR			MISSED APPROACH: Climbing right turn to 2900 direct MFD VORTAC and hold.		
ATIS	MANSFIELD APP CON ★		MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8		119.8 (CTAF) 0 325.8	121.8 325.8	122.95



2900		MFD		108.8	
(EWPOJ)		5 NM from MAP WP		NANNI WP	
CAVOS MAP WP		230°		4 NM Holding Pattern	
2900		230°		2900	
5 NM		5 NM		5 NM	
CATEGORY	A	B	C	D	
S-23	1700-1	405 (500-1)	1700-1¼	405 (500-1¼)	
CIRCLING	1760-1	463 (500-1)	1760-1½	1860-2	
			463 (500-1½)	563 (600-2)	

VORTAC MFD 108.8 Chan 25	APP CRS 130°	Rwy Idg TDZE Apt Elev	9001 1276 1297
--	------------------------	-----------------------------	---

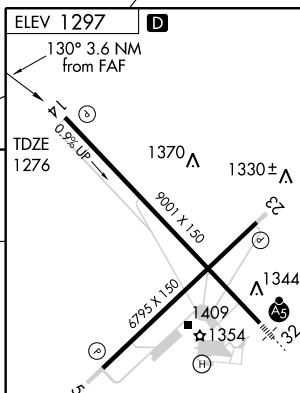
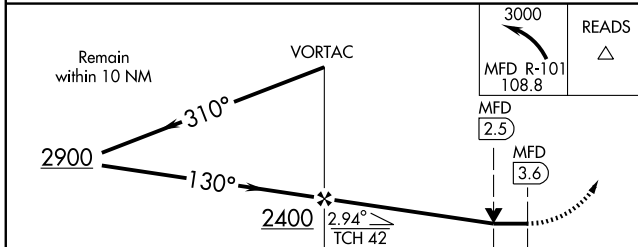
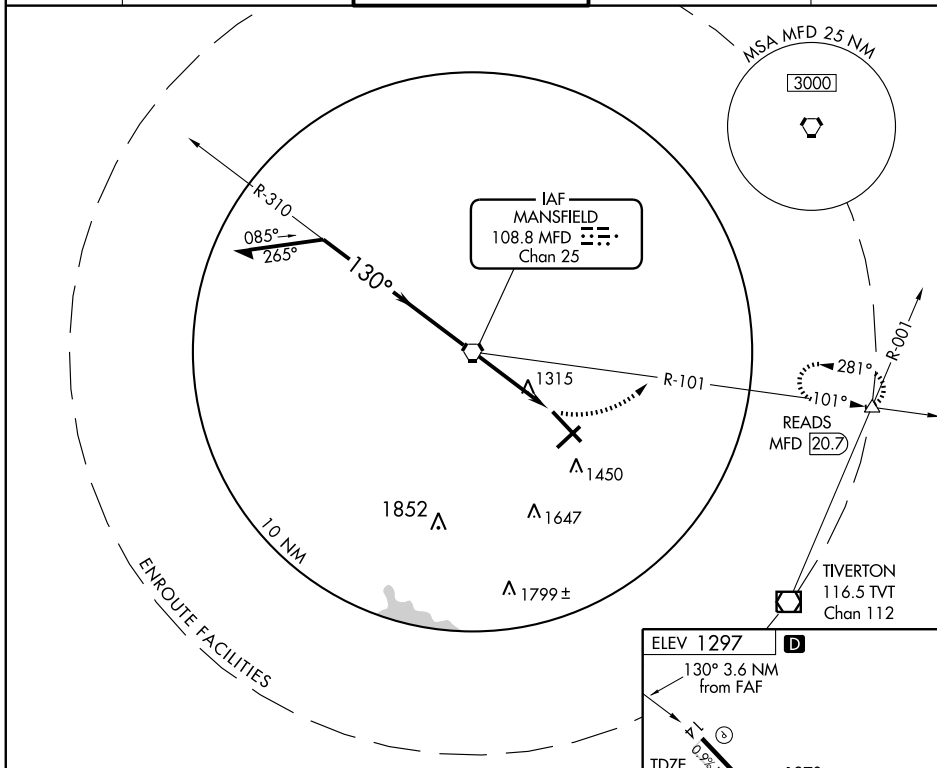
VOR RWY 14

MANSFIELD LAHM RGNL (MFD)

▽ When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-14 visibility Cats C and D ¼ mile and Circling Cat D ¼ mile. VDP NA with Marion altimeter setting.
△ ASR Inoperative table does not apply.

MISSED APPROACH: Climbing left turn to 3000 via MFD R-101 to READS Int/MFD 20.7 DME and hold.

ATIS 125.3	MANSFIELD APP CON ★ 124.2 390.8	MANSFIELD TOWER ★ 119.8 (CTAF) 0 325.8	GND CON 121.8 325.8	UNICOM 122.95
----------------------	---	--	-------------------------------	-------------------------



				2.5 NM		1.0			
CATEGORY	A		B		C		D		
S-14	1620-1		344 (400-1)				1620-1¼ 344 (400-1¼)		
CIRCLING	1760-1		463 (500-1)		1760-1½ 463 (500-1½)		1880-2 583 (600-2)		

HIRL Rlys 5-23 and 14-32 ①

REIL Rlys 5 and 23 ①

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

VORTAC MFD 108.8 Chan 25	APP CRS 313°	Rwy Idg TDZE Apt Elev	9001 1293 1297
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VOR RWY 32

MANSFIELD LAHM RGNL (MFD)

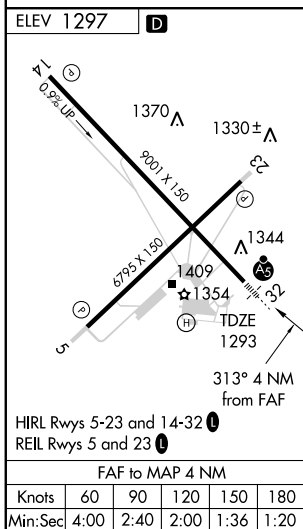
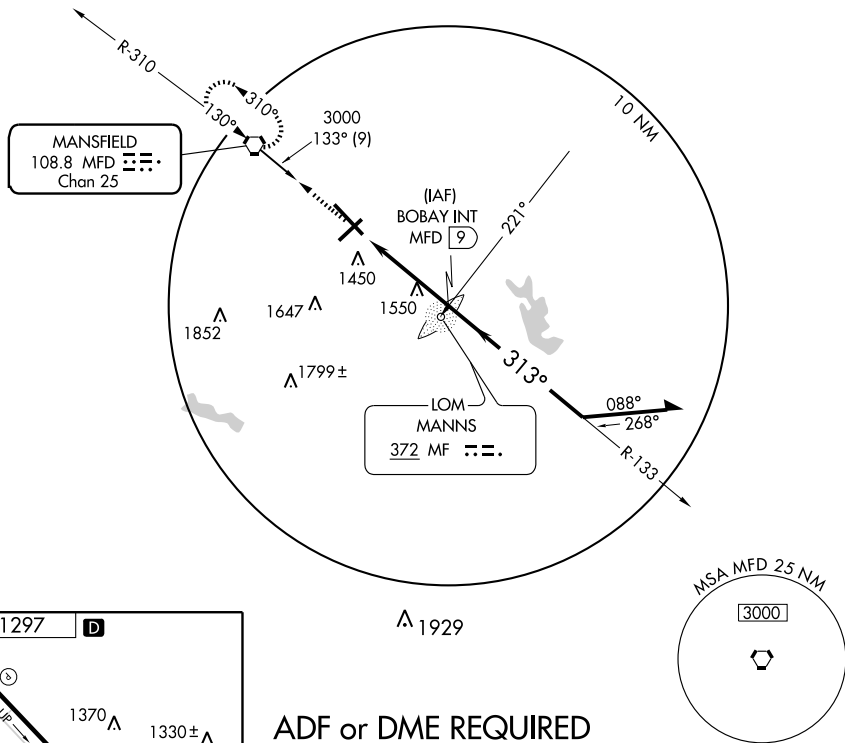
When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-32 visibility Cats C and D ½ mile and Circling Cat C ½ mile, Cat D ¼ mile. VDP NA with Marion altimeter setting. ADF or DME Required.

MALSR

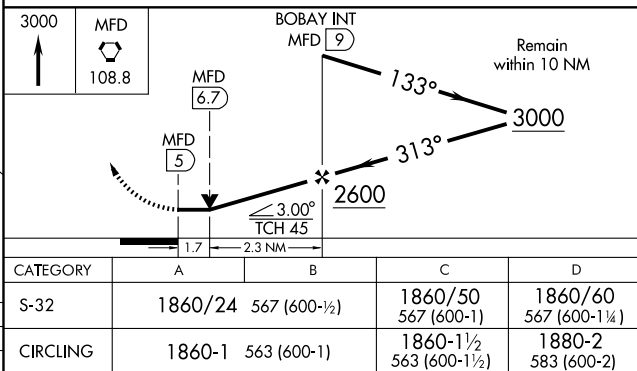


MISSED APPROACH: Climb to 3000 direct MFD VORTAC and hold.

ATIS 125.3	MANSFIELD APP CON * 124.2 390.8	MANSFIELD TOWER * 119.8 (CTAF) 0 325.8	GND CON 121.8 325.8	UNICOM 122.95
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ADF or DME REQUIRED



LOC/DME I-AEF 110.35 Chan 40 (Y)	APP CRS 245°	Rwy Idg TDZE Apt Elev	5000 993 993
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LOC/DME RWY 25

MARION MUNI (MNN)

▼ If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

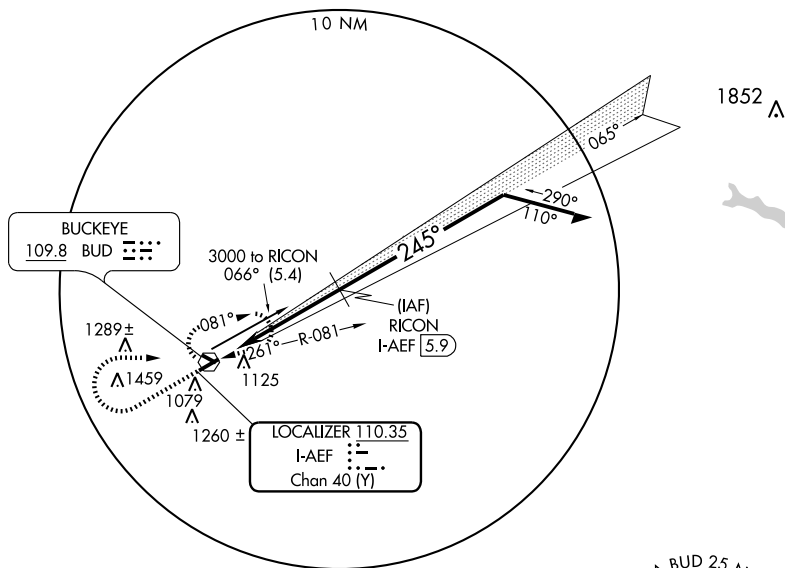
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BUD VOR and hold.

ASOS
119.975

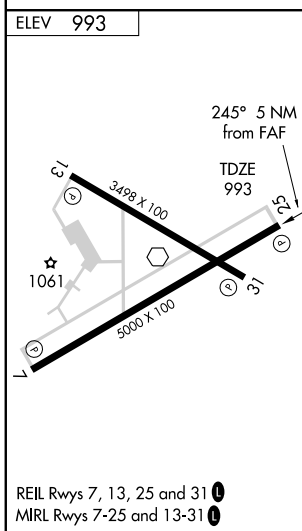
MANFIELD APP CON ★
124.2 390.8

CLNC DEL
126.8

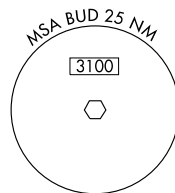
UNICOM
122.8 (CTAF) **0**



ELEV **993**



APPLETON
116.7 APE
Chan 114



	2000	3000	BUD 109.8	RICON I-AEF 5.9	Remain within 10 NM
			I-AEF 0.9	I-AEF 1.9	
			1.1 NM	3.9 NM	
CATEGORY	A	B	C	D	
S-25	1360-1 367 (400-1)			1360-1½ 367 (400-1½)	
CIRCLING	1480-1 486 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 566 (600-2)	

WAAS CH 93604 W07A	APP CRS 065°	Rwy Idg TDZE Apt Elev	5000 990 993
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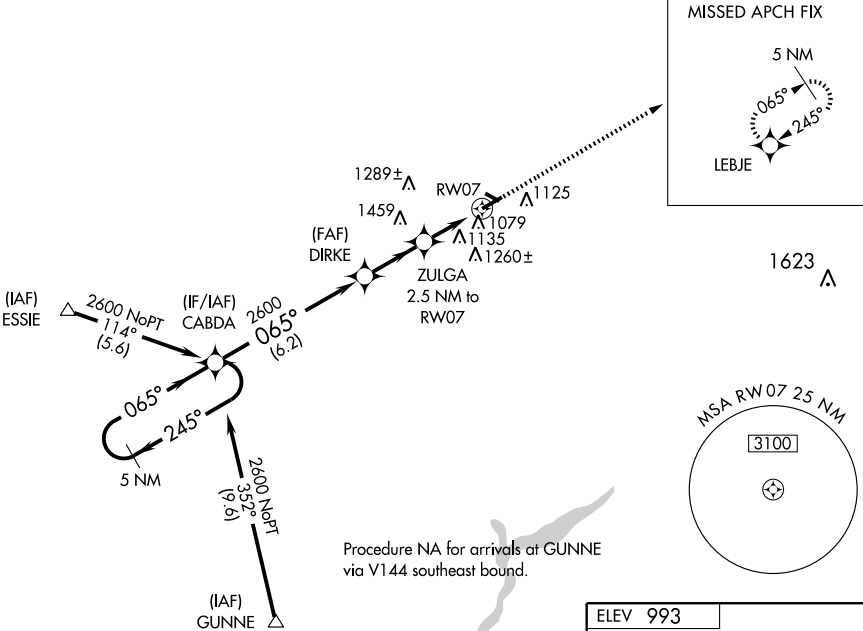
RNAV (GPS) RWY 7
MARION MUNI (MNN)



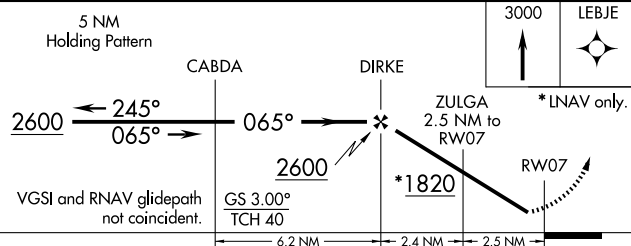
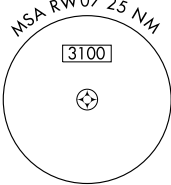
If local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA 87 feet, LNAV/VNAV DA 195 feet, and all MDAS 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
LEBJE and hold.

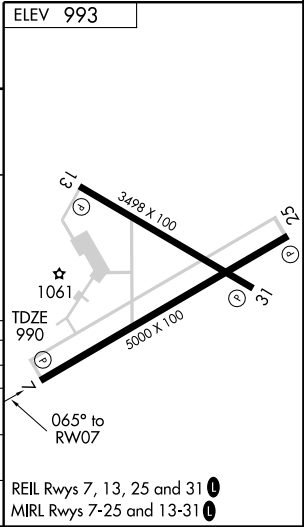
ASOS 119.975	MANFIELD APP CON * 124.2 390.8	CLNC DEL 126.8	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at GUNNE via V144 southeast bound.



CATEGORY	A	B	C	D
LPV DA	1240-1		250 (300-1)	
LNAV/VNAV DA	1379-1½		389 (400-1½)	
LNAV MDA	1440-1	450 (500-1)	1440-1¼ 450 (500-1¼)	1440-1½ 450 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

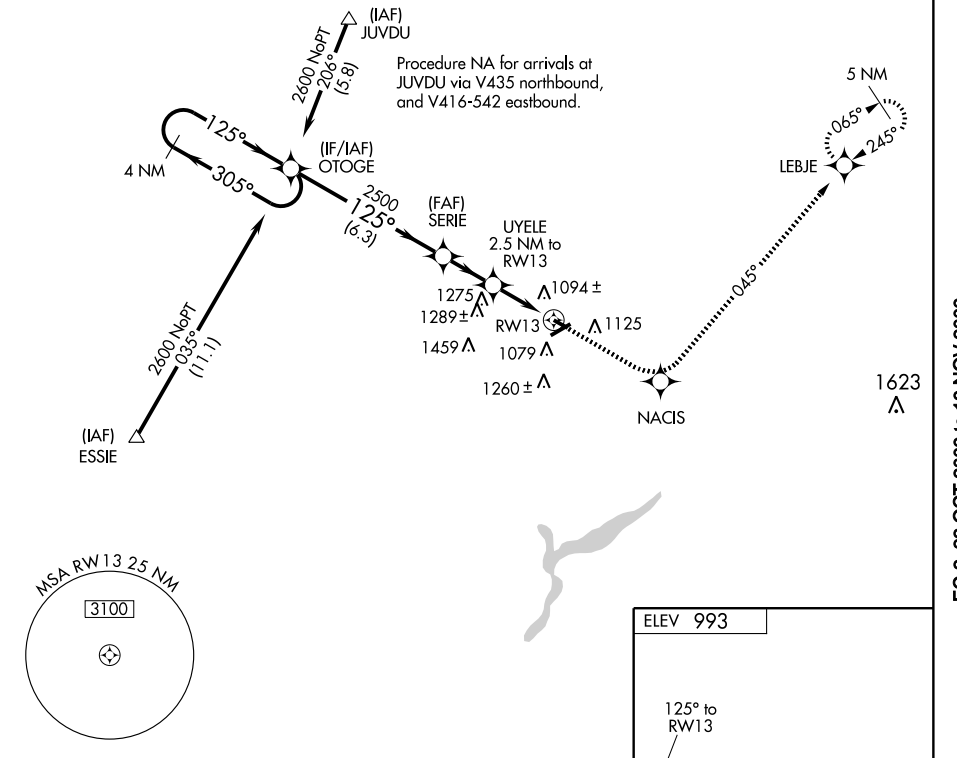


REIL Rwy 7, 13, 25 and 31
MIRL Rwy 7-25 and 13-31

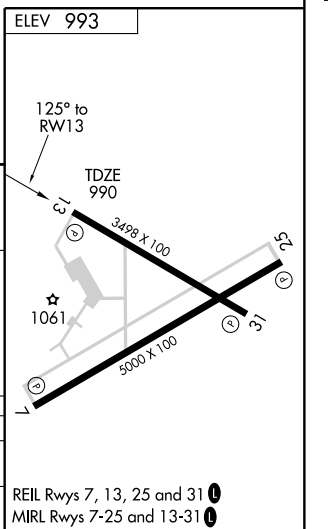
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Ohio State altimeter setting and increase all MDAs 100 feet and visibility Cots C and D and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct NACIS and via 045° track to LEBJE and hold.

ASOS 119.975	MANSFIELD APP CON ★ 124.2 390.8	CLNC DEL 126.8	UNICOM 122.8 (CTAF) 0
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<div> <div>4 NM Holding Pattern</div> <div> <div>OTOGE</div> <div>SERIE</div> </div> </div>				
<div> <div>2600</div> <div>305°</div> <div>125°</div> <div>125°</div> <div>2500</div> <div>3.04°</div> <div>TCH 40</div> <div>1800</div> <div>RW13</div> </div>				
<div> <div>6.3 NM</div> <div>2.1 NM</div> <div>2.5 NM</div> </div>				
CATEGORY	A	B	C	D
LNAV MDA	1360-1 370 (400-1)			1360-1½ 370 (400-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)



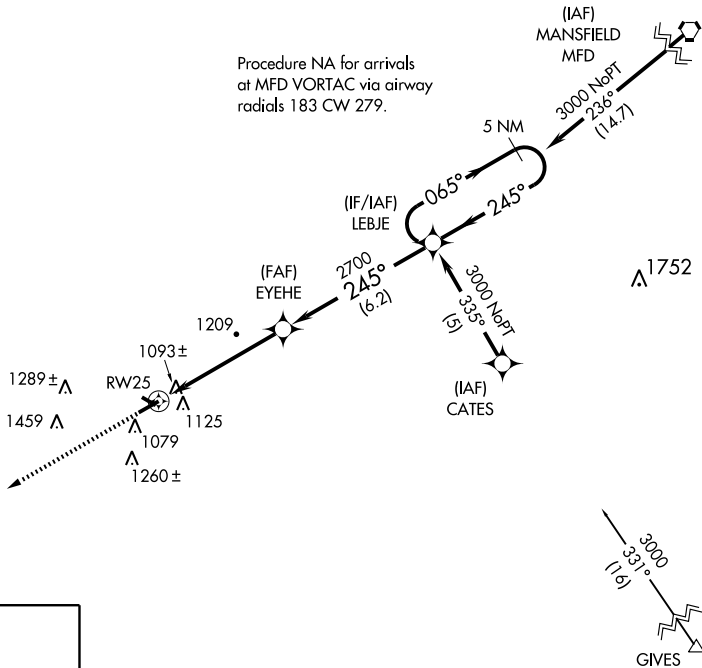
EC-2: 22 OCT 2009 to 19 NOV 2009

MISSED APPROACH: Climb to 2600
direct CABDA and hold.

If local altimeter setting not received, use Ohio State University altimeter setting and increase all DAs 87 feet and all MDAs 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

A digital scale display for an MSA RW25 25 NM scale. The display shows the number 3100 in a rectangular box. Above the box, the text "MSA RW25 25 NM" is curved along the top edge of the circular scale. Below the box is a small circular icon with a crosshair.

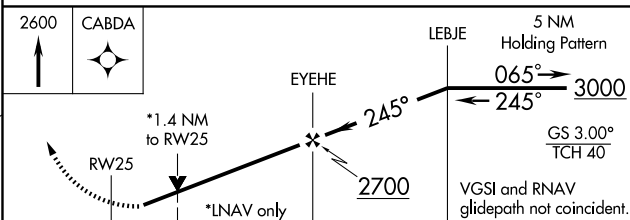
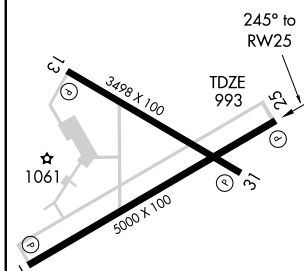
Procedure NA for arrivals
at MFD VORTAC via airway
radials 183 CW 279.



MISSED APCH FIX



ELEV 993



	1.4	3.8 NM	6.2 NM	
CATEGORY	A	B	C	D
LPV DA	1334-1¼ 341 (400-1¼)			
LNAV/ VNAV DA	1443-1½ 450 (500-1½)			
LNAV MDA	1460-1 467 (500-1)		1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

EC-2 22 OCT 2009 to 19 NOV 2009

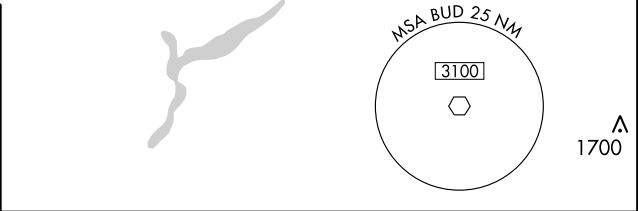
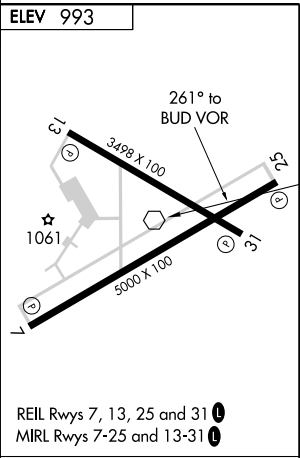
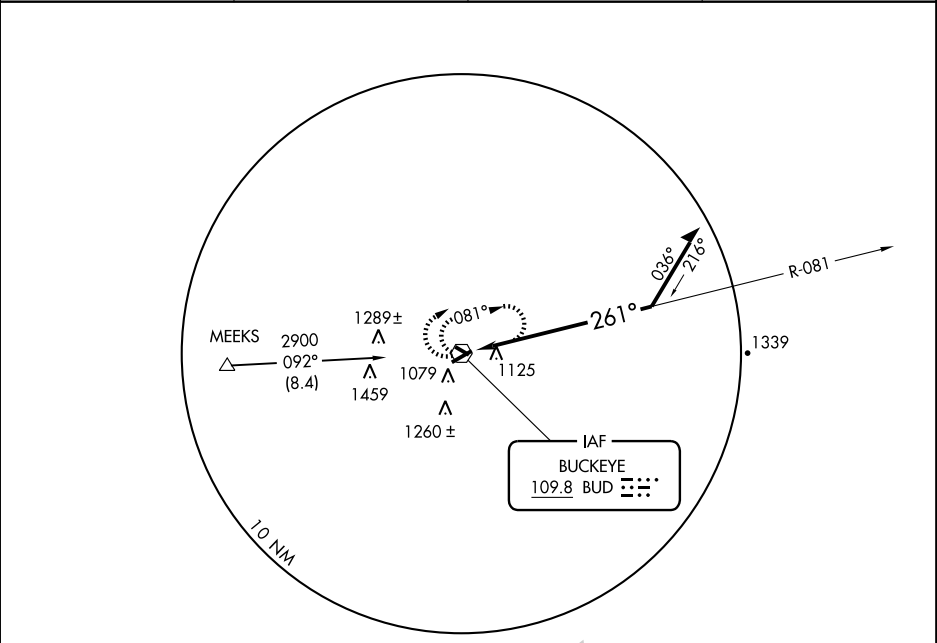
REIL Rwy 7, 13, 25 and 31 **L**

MIRL Rwy 7-25 and 13-31 L

VOR BUD 109.8	APP CRS 261°	Rwy Idg TDZE Apt Elev	N/A N/A 993
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<div><div></div><div></div></div> <div>If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDAs 100 feet.</div>	MISSED APPROACH: Climbing right turn to 2900 in BUD VOR holding pattern.
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ASOS 119.975	MANSFIELD APP CON* 124.2 390.8	CLNC DEL 126.8	UNICOM 122.8 (CTAF) 0
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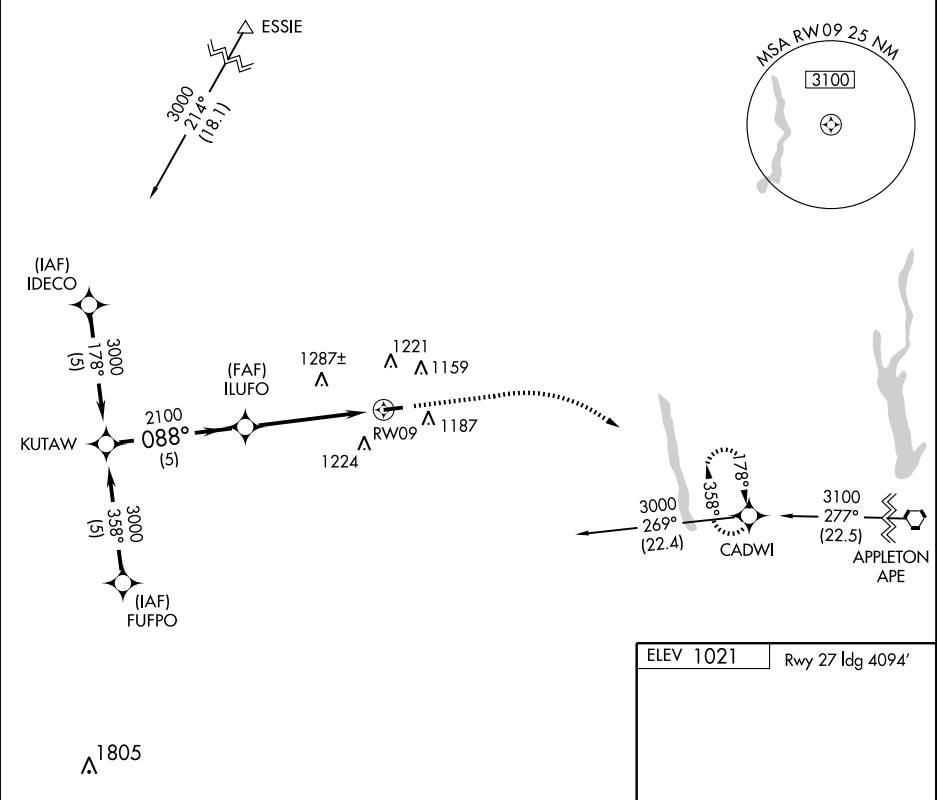
						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1640-1	647 (700-1)	1640-1¾ 647 (700-1¾)	1640-2 647 (700-2)
Min:Sec										

▼

▲ NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 3000 direct CADWI WP and hold.

AWOS-3 119.275	COLUMBUS APP CON 120.2 317.775	UNICOM 122.8 (CTAF) 0
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KUTAW				
3000				
088°				
ILUFO				
2100				
RWY09				
5 NM				
5 NM				
CATEGORY	A	B	C	D
S-9	1520-1	499 (500-1)	1520-1¼ 499 (500-1¼)	1520-1½ 499 (500-1½)
CIRCLING	1540-1	519 (600-1)	1560-1½ 539 (600-1½)	1580-2 559 (600-2)

ELEV 1021

Rwy 27 Idg 4094'

TDZE 1021

▲1055±

0.6% UP

4218 X 75

088° to RWY09

27

MIRL Rwy 9-27 0

REIL Rwy 9 and 27 0

APP CRS	Rwy Idg	4094
268°	TDZE	1015
	Apt Elev	1021


A NA

MISSED APPROACH: Climb to 3000 direct KUTAW WP and hold.

AWOS-3
119.275


COLUMBUS APP CON
120.2 317.775

UNICOM
122.8 (CTAF) **L**

ESSIE 

 Δ_{1741}

KUTAW





088°

268°

MECAN \nearrow 3000 to Neswu
066°
(19.9)

ELEV 1021	Rwy 27 ldg 4094'
-----------	------------------

3000	KUTAW
	

One Minute Holding Pattern

PAHBE

NESWU

268°

088°

268°

3000

2200

ELEV 1021 Rwy 27 ldg 4094'

268° to RW27

0.6% UP

4218 X 75

TDZE 1015

MIRL Rwy 9-27 **L**
REIL Rwy 9 and 27 **L**

CLEVELAND DEP CON
125.35 354.025

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .
... or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

- Rwy 1: Multiple Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.
Multiple Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.
Rwy 9: Multiple Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.
Tower 3627' from DER, 534' left of centerline, 150' AGL/1282' MSL.
Rwy 19: Multiple Trees beginning at DER, 112' left of centerline, up to 100' AGL/1249' MSL.
Rwy 27: Multiple Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.
Multiple Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.

ALPHE



3000
324°
(99)

TAKE-OFF MINIMUMS:

Rwys 1, 9, 19, 27: STANDARD.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.



HUDDZ

3000

*2200



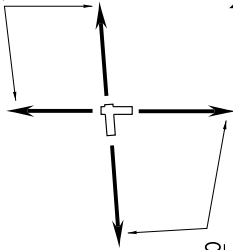
267°

(22)

AMRST



3000



3000

NOTE: Chart not to scale.

AMRST TWO DEPARTURE

(AMRS12, AMRS1) 09183

SL-5763 (FAA)

MEDINA MUNI (1G5)
MEDINA, OHIO

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition).
Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

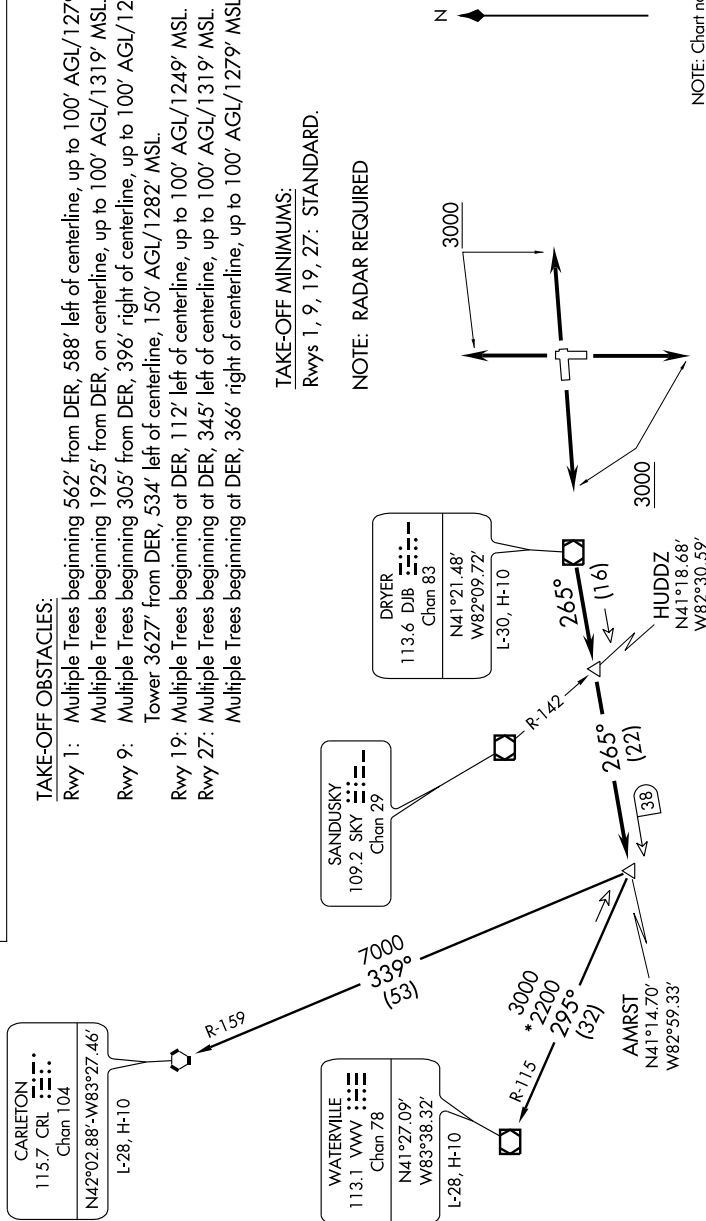
TAKE-OFF OBSTACLES:

- Rwy 1:** Multiple Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.
Multiple Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.
- Rwy 9:** Multiple Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.
Tower 3627' from DER, 534' left of centerline, 150' AGL/1282' MSL.
- Rwy 19:** Multiple Trees beginning at DER, 112' left of centerline, up to 100' AGL/1249' MSL.
- Rwy 27:** Multiple Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.
Multiple Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.

TAKE-OFF MINIMUMS:

Rwys 1, 9, 19, 27: STANDARD.

NOTE: RADAR REQUIRED

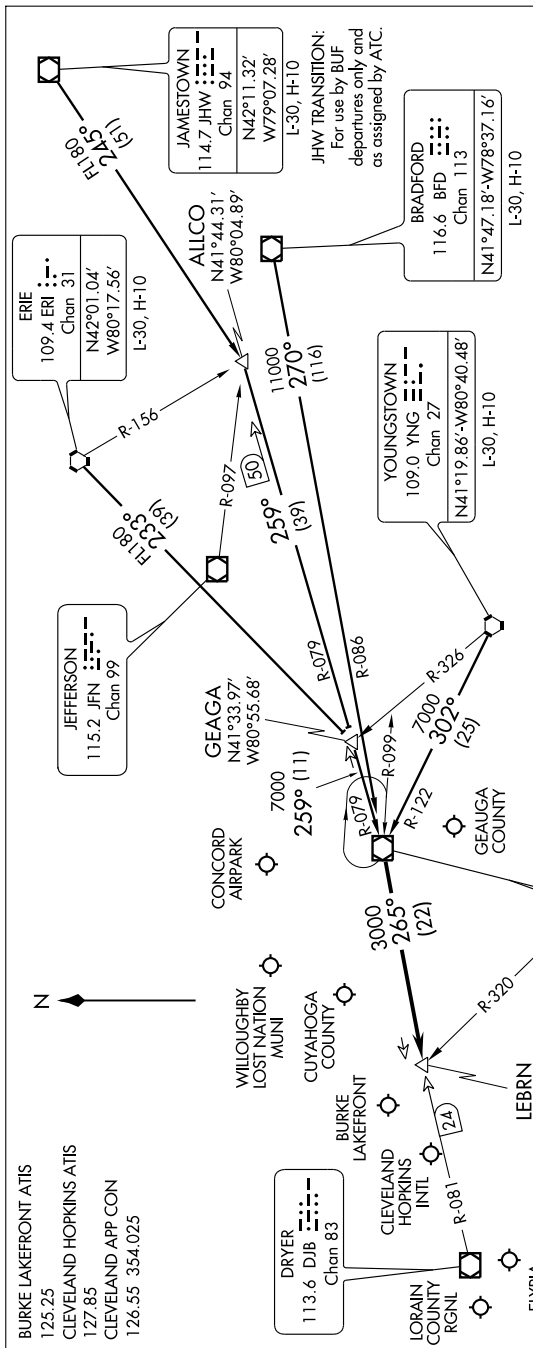


NOTE: Chart not to scale.

CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION [BFD.CXR2]: From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence
 ERIE TRANSITION [ERI.CXR2]: From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence
 JAMESTOWN TRANSITION [JHW.CXR2]: (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence
 YOUNGSTOWN TRANSITION [YNG.CXR2]: From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence

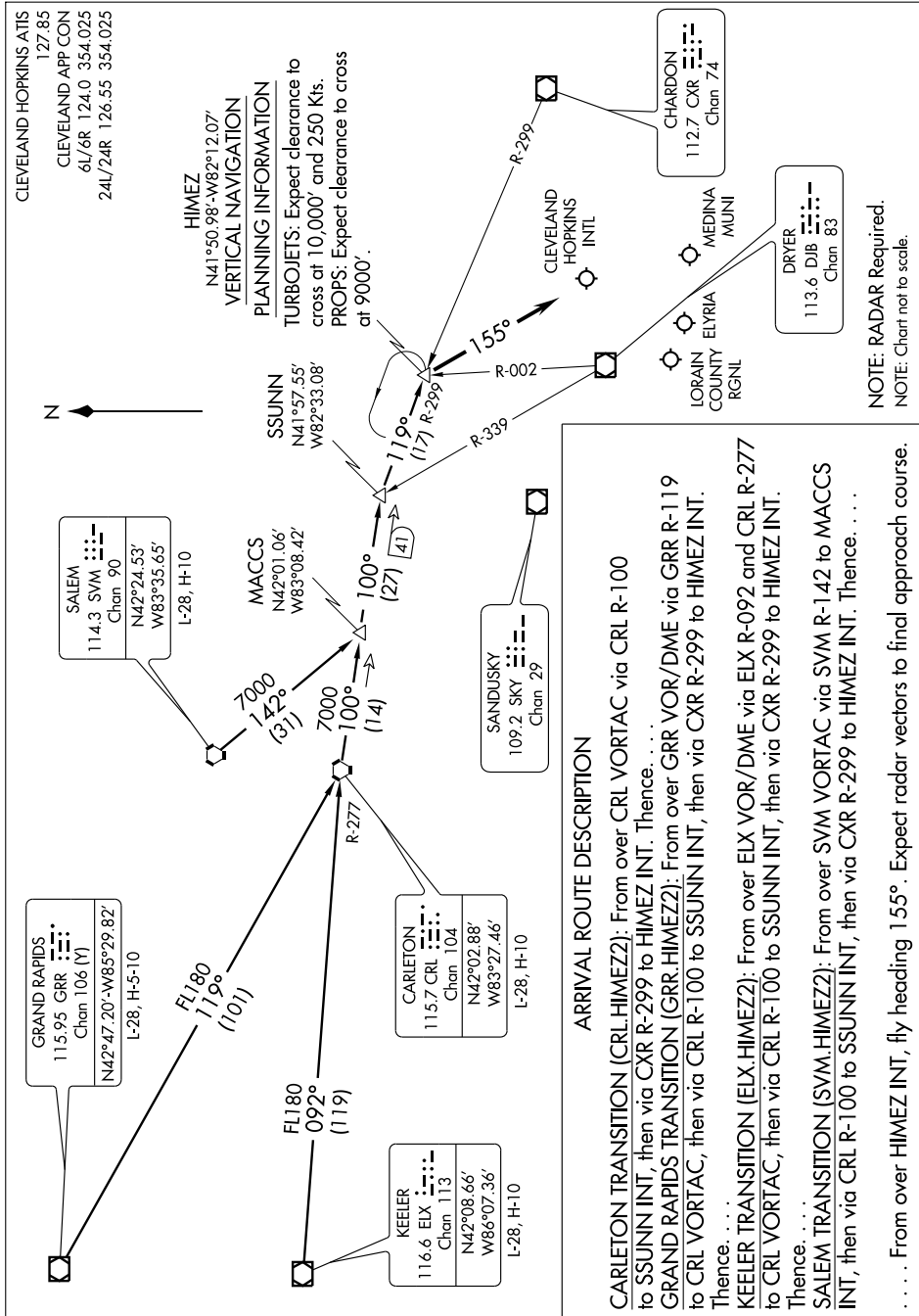
NOTE: RADAR Required.
NOTE: Chart not to scale.
PROPS: Expect clearance to cross at 9000'.

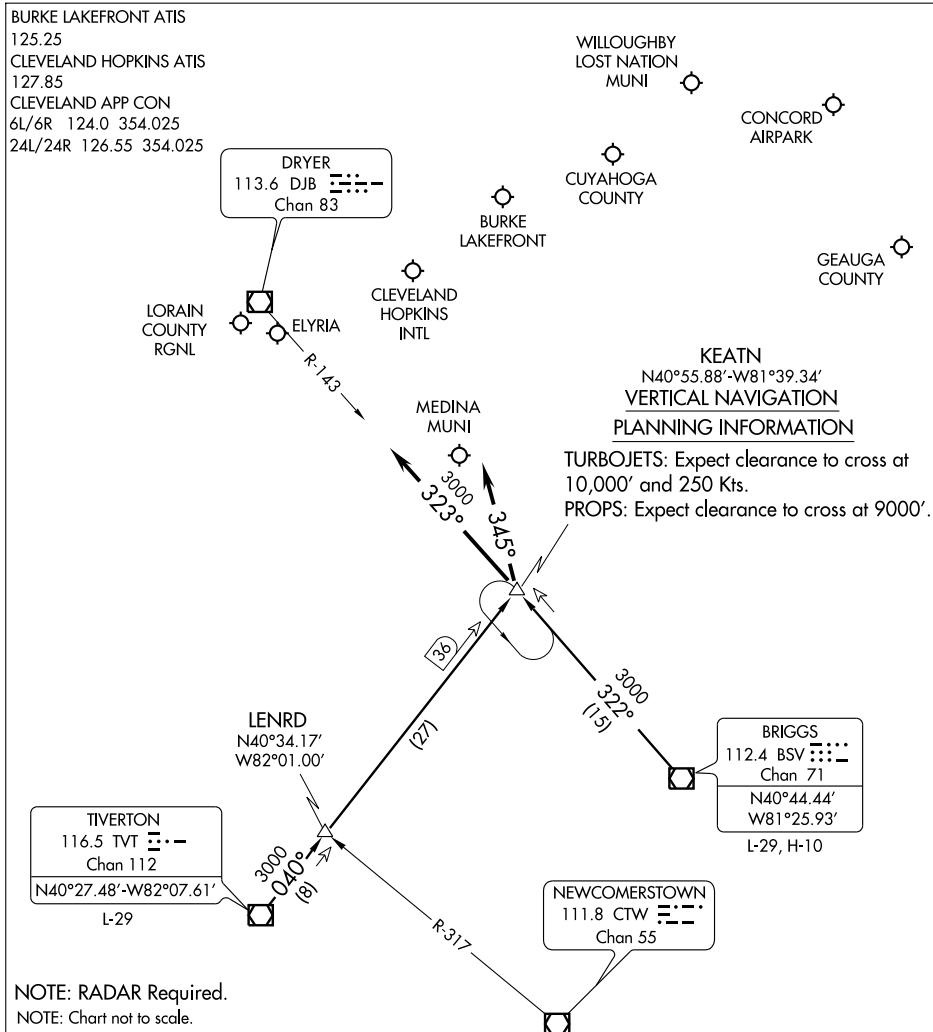
EC-2, 22 OCT 2009 to 19 NOV 2009

HIMEZ TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO





ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence. . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence. . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

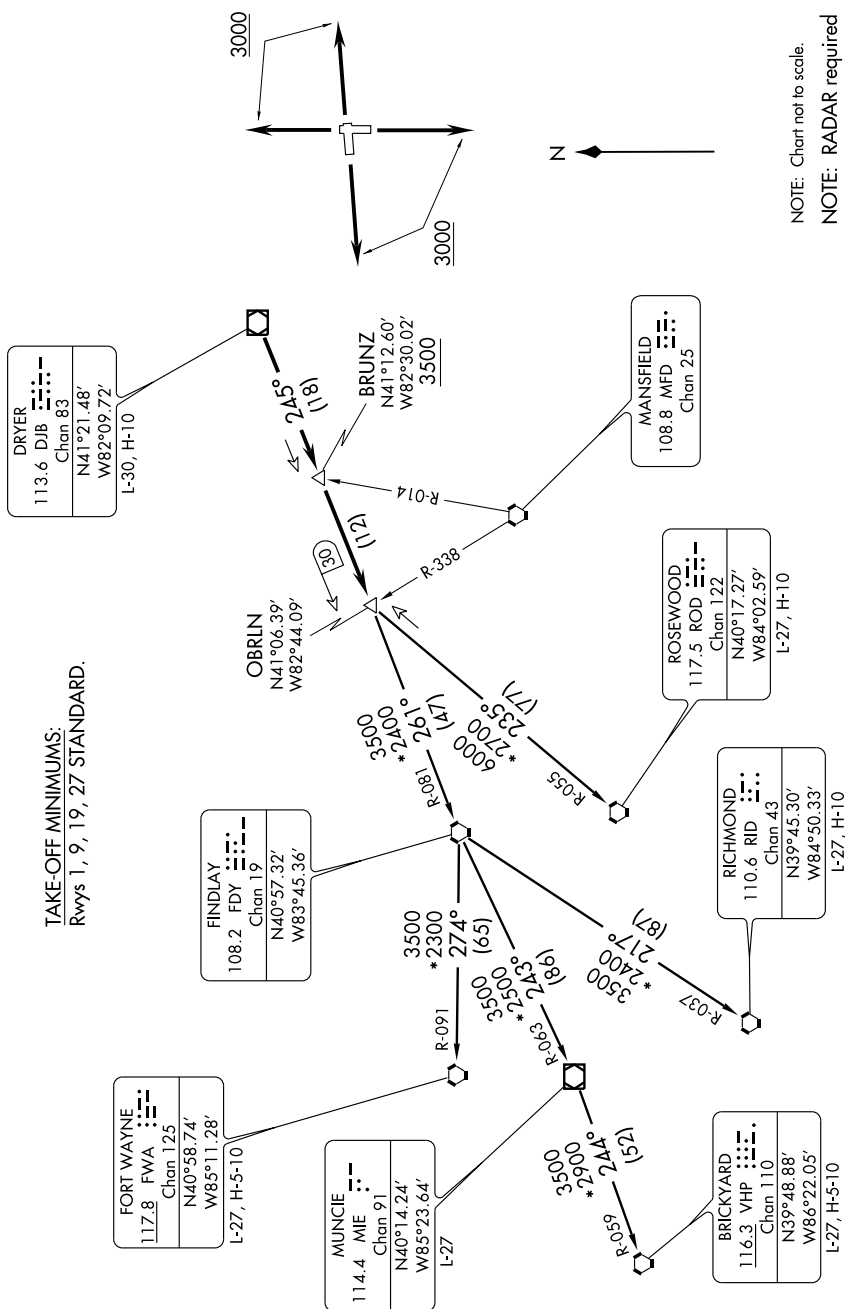
LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

OBRLN TWO DEPARTURE

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27 STANDARD.



NOTE: Chart not to scale.

NOTE: RADAR required

EC-2, 22 OCT 2009 to 19 NOV 2009

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.

Multiple Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.

Rwy 9: Multiple Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.

Tower 3627' from DER, 534' left of centerline, 150' AGL/1282' MSL.

Rwy 19: Multiple Trees beginning at DER, 112' left of centerline, up to 100' AGL/1249' MSL.

Rwy 27: Multiple Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.

Multiple Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.

SANDUSKY TWO DEPARTURE

CLEVELAND DEP CON
125.35 346.325

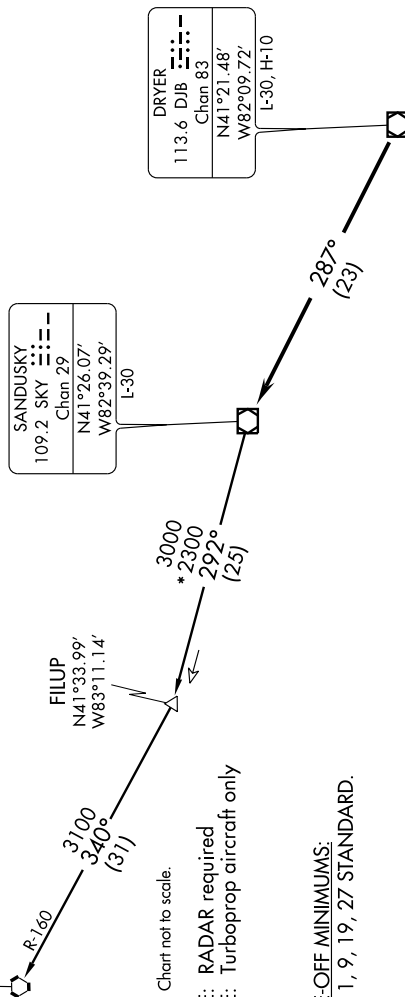
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

CARLETON 115.7 CRL	115.7 CRL
Chan 104	Chan 104
N42°02.89'	N42°02.89'
W83°27.46'	W83°27.46'
L-28, H-10	L-28, H-10



NOTE: Chart not to scale.

NOTE: RADAR required

NOTE: Turboprop aircraft only

TAKE-OFF MINIMUMS:

Rwys 1, 9, 19, 27 STANDARD.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.

Multiple Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.

Rwy 9: Multiple Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.

Tower 3627' from DER, 534' left of centerline, 150' AGL/1282' MSL.

Rwy 19: Multiple Trees beginning at DER, 112' left of centerline, up to 100' AGL/1249' MSL.

Rwy 27: Multiple Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.

Multiple Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.

VOR/DME ACO 114.4 Chan 91	APP CRS 278°	Rwy Idg 3556 TDZE 1183 Apt Elev 1190
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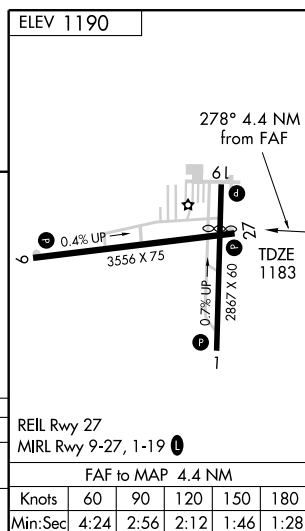
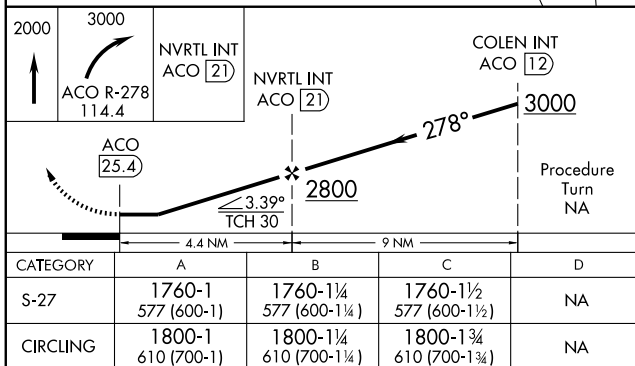
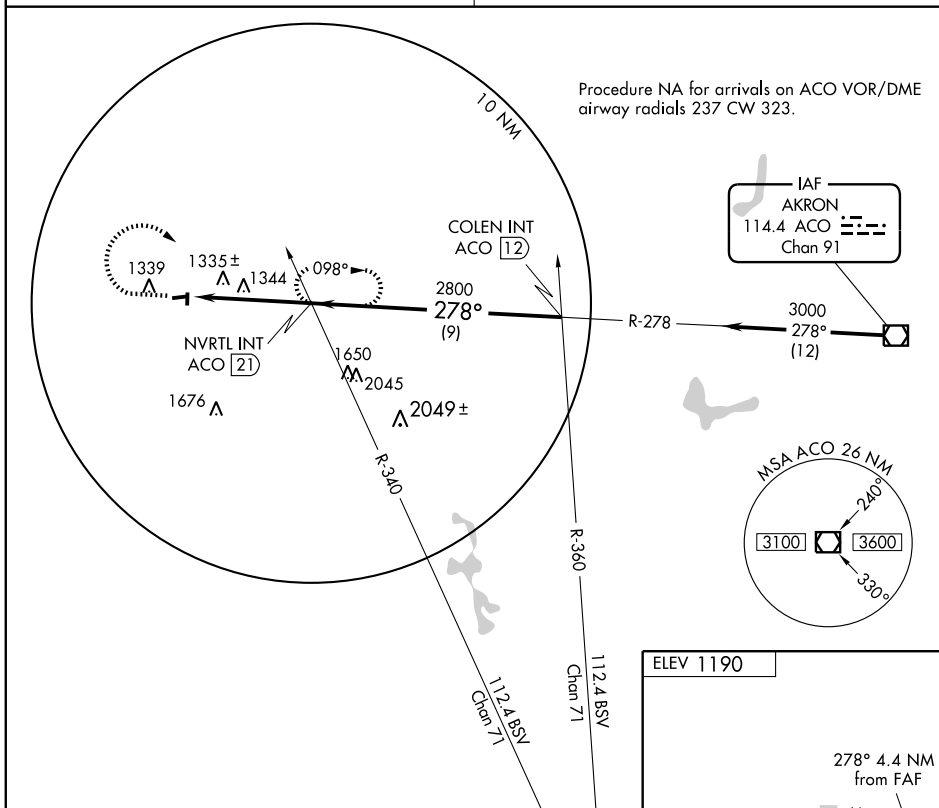
VOR RWY 27
MEDINA MUNI (1G5)

T
A NA Use Cleveland-Hopkins Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via ACO R-278 to NVRTL Int/21 DME and hold, continue climb-in-hold to 3000.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) **L**





ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

CLEVELAND DEP CON
125.35 346.32



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

- Rwy 11: Railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.
Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.
- Rwy 29: Railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.
Multiple Buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.
Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.
Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

TAKE-OFF MINIMUMS:

Rwys 11, 29: STANDARD.

ALPHE



3000
324°
(99)

HUDDZ

3000

*2200

267°

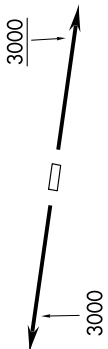
(22)

AMRST

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR REQUIRED.



NOTE: Chart not to scale.

AMRST TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition).
Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 11: Railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.

Rwy 29: Railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.

Multiple Buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.

Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.

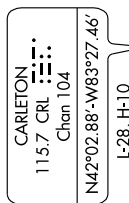
Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

CLEVELAND DEP CON
125.35 346.325

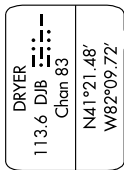
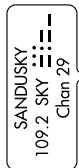
TAKE-OFF MINIMUMS:

Rwys 11, 29: STANDARD.

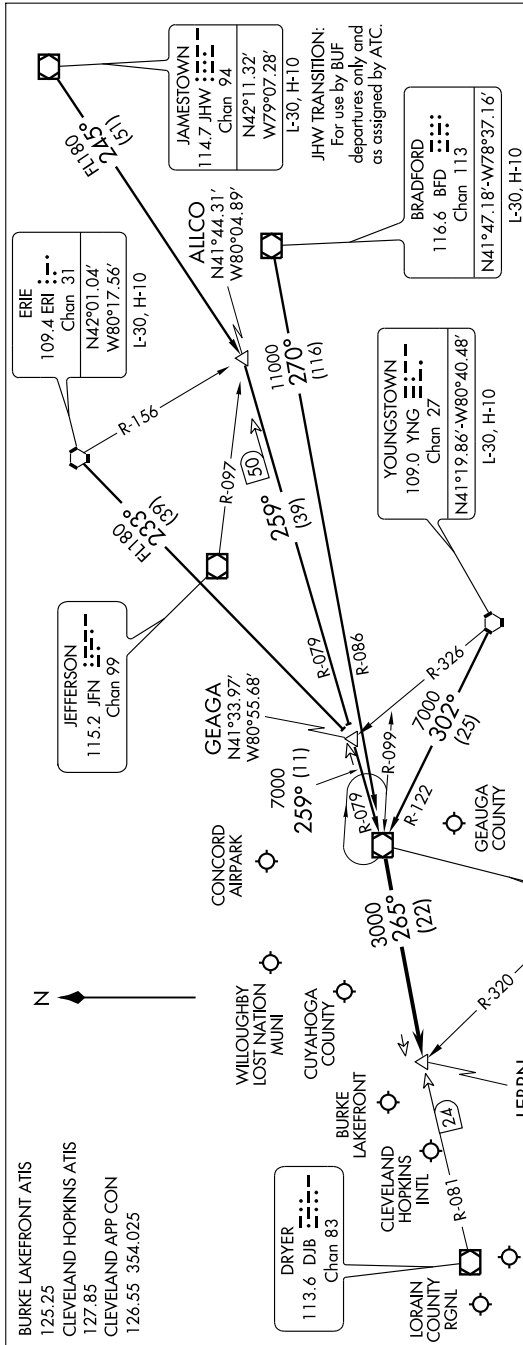
NOTE: RADAR REQUIRED

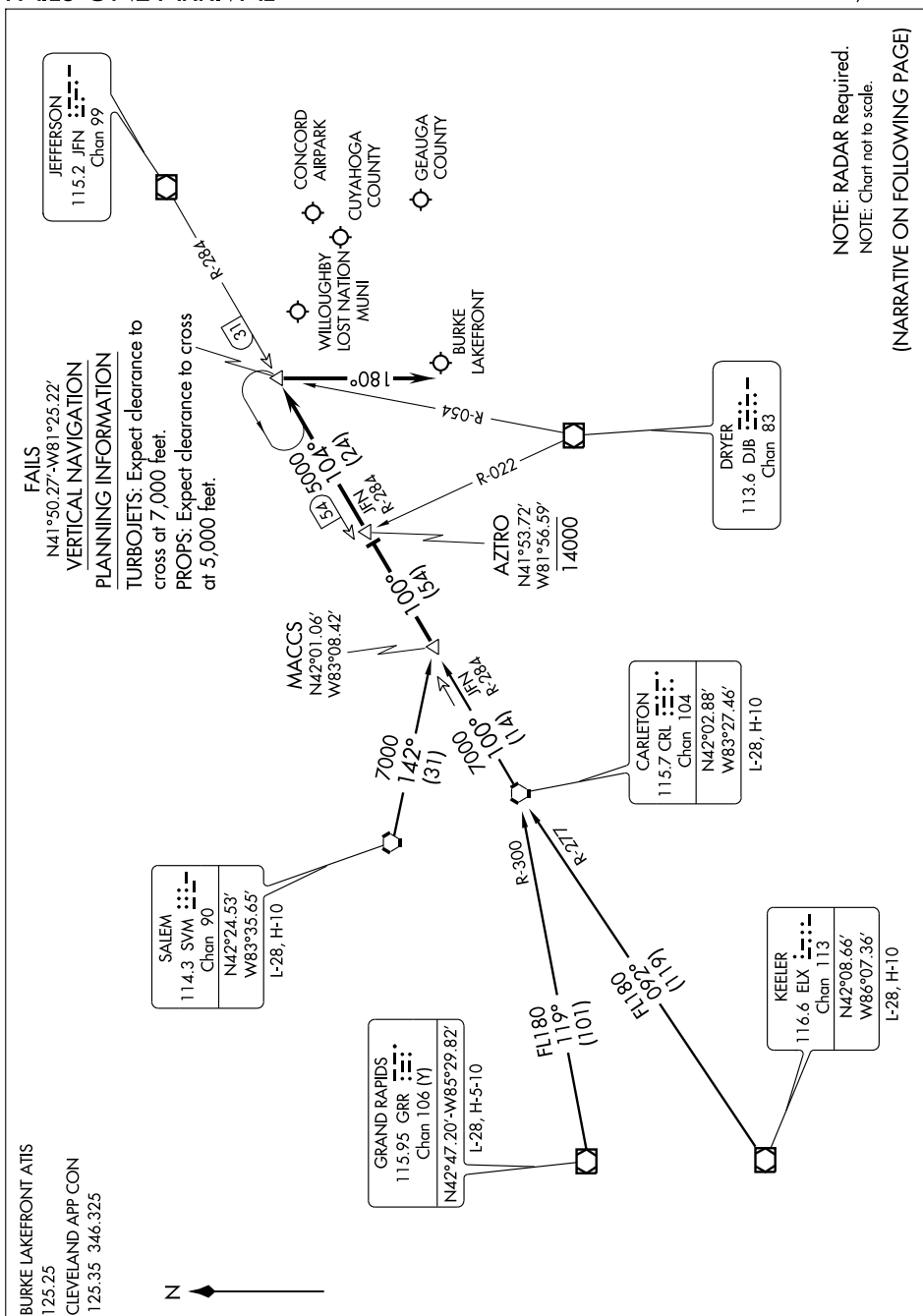


R-159



NOTE: Chart not to scale.





ARRIVAL ROUTE DESCRIPTION

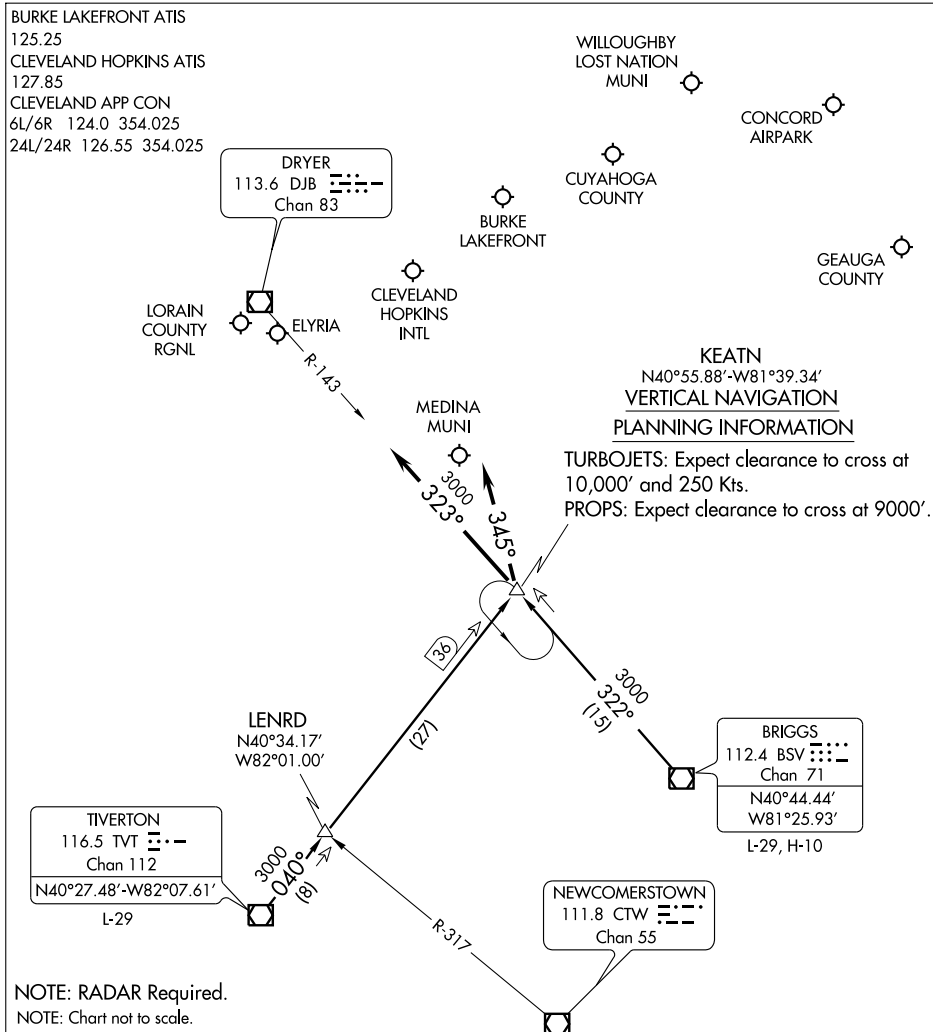
CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence. . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence. . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

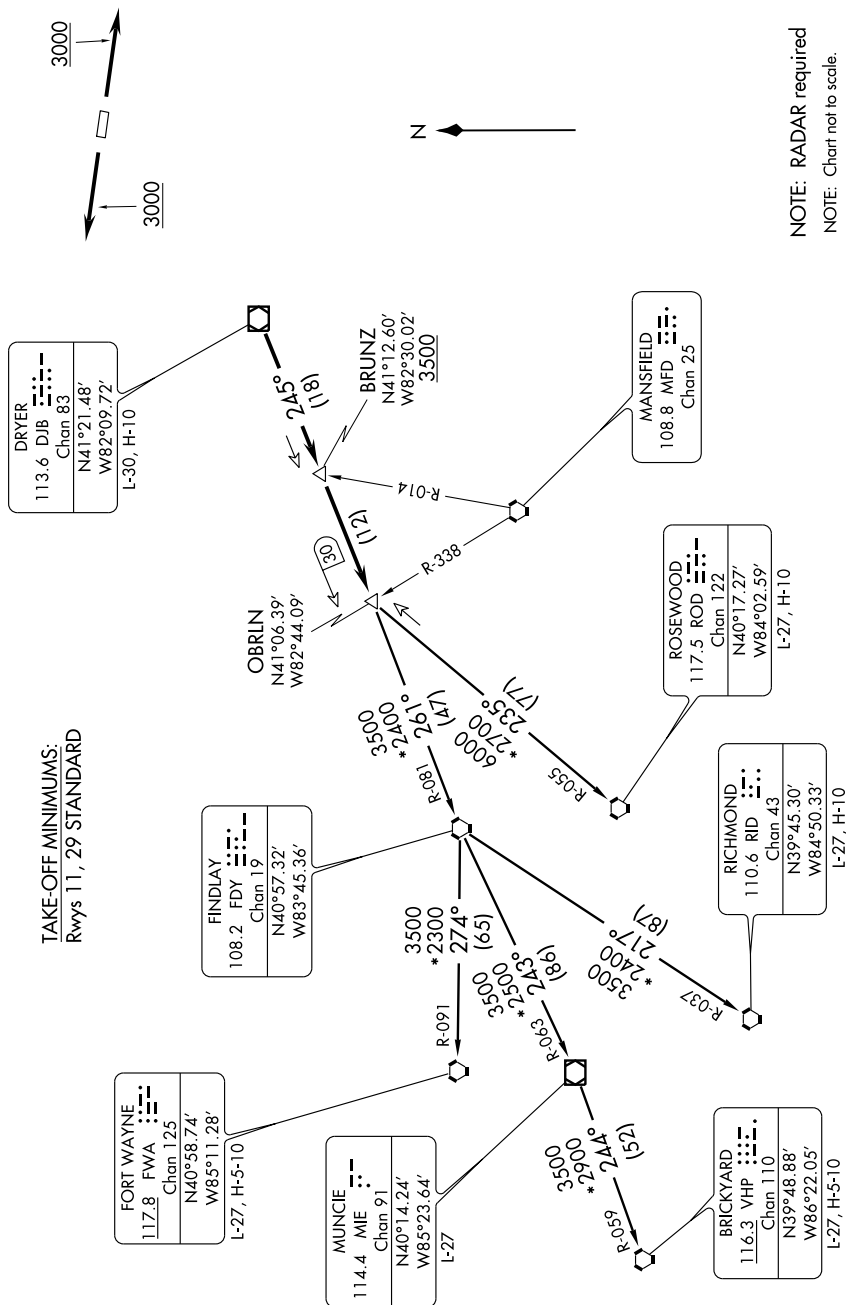
LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 11, 29 STANDARD

CLEVELAND DEP CON
125.35 346.325

EC-2. 22 OCT 2009 to 19 NOV 2009

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 11: Railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.

Rwy 29: Railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.

Multiple Buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.

Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.

Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

SANDUSKY TWO DEPARTURE

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence

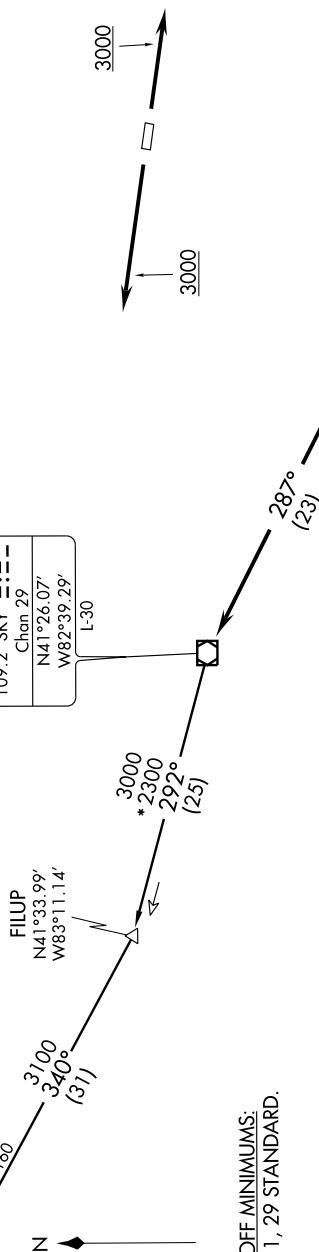
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

CARLETON 115.7 CRL : : : - Chan 104
N42°02.89' W83°27.46' L-28, H-10

SANDUSKY 109.2 SKY : : : - Chan 29
N41°26.07' W82°39.29' L-30

DRYER 113.6 DJB : : : - Chan 83
N41°21.48' W82°09.72' L-30, H-10



TAKE-OFF MINIMUMS:
Rwys 11, 29 STANDARD.

TAKE-OFF OBSTACLES:

Rwy 11: Railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.

Rwy 29: Railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.

Multiple buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.

Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.

Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

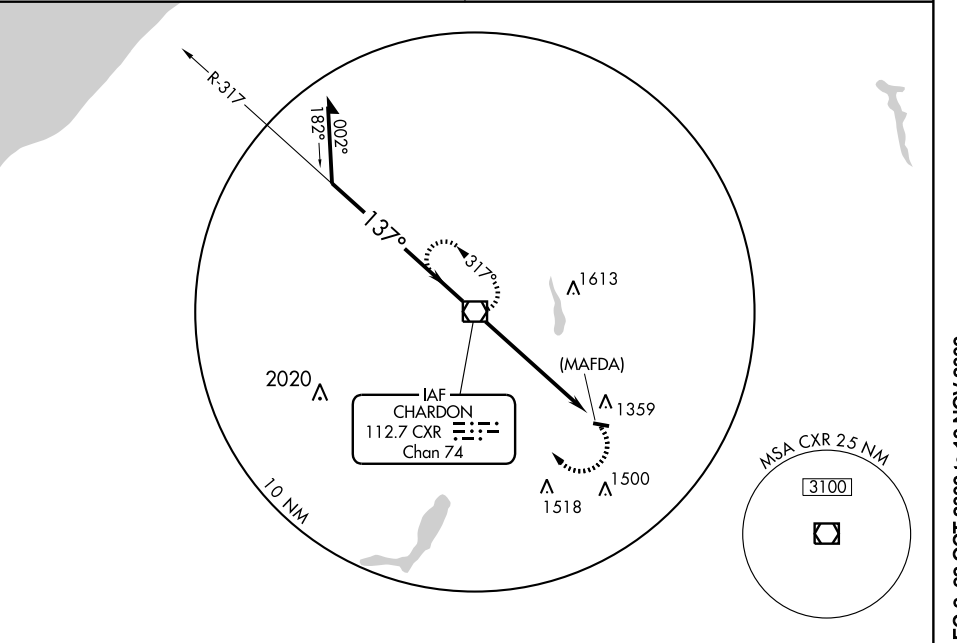
NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

Use Youngstown-Warren Rgnl altimeter setting.

NA

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) 0



ELEV 1175
Rwy 11 Idg 3320'

3000 CXR 112.7

Remain within 10 NM

VOR/DME

317°

137°

3000

137°

(MAFDA) CXR 5.8

5.8 NM

CATEGORY	A	B	C	D	FAF to MAP 5.8 NM					
CIRCLING	1800-1 627 (700-1)		1800-1¾ 627 (700-1¾)	NA	Knots	60	90	120	150	180
					Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 22 OCT 2009 to 19 NOV 2009



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

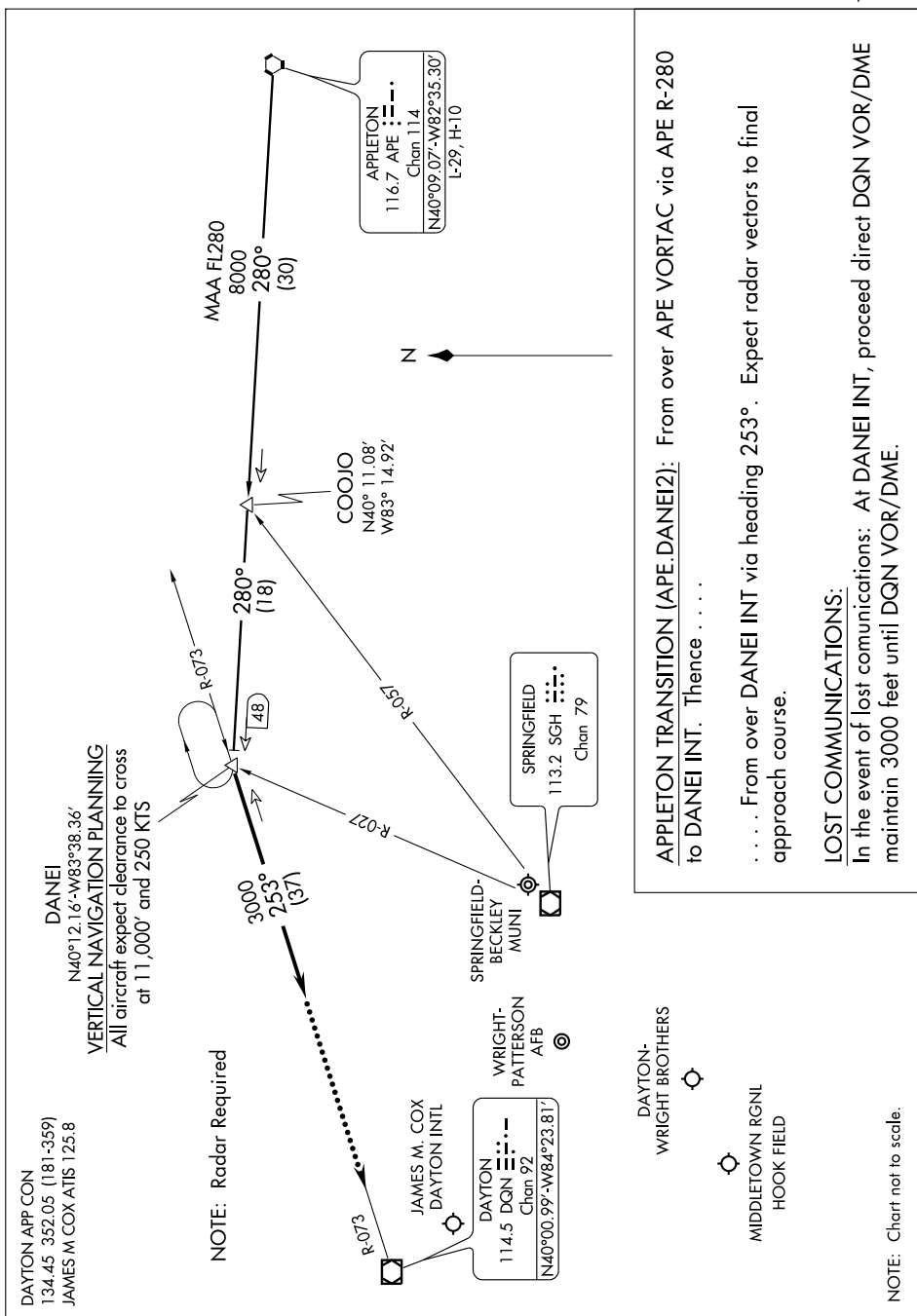
DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

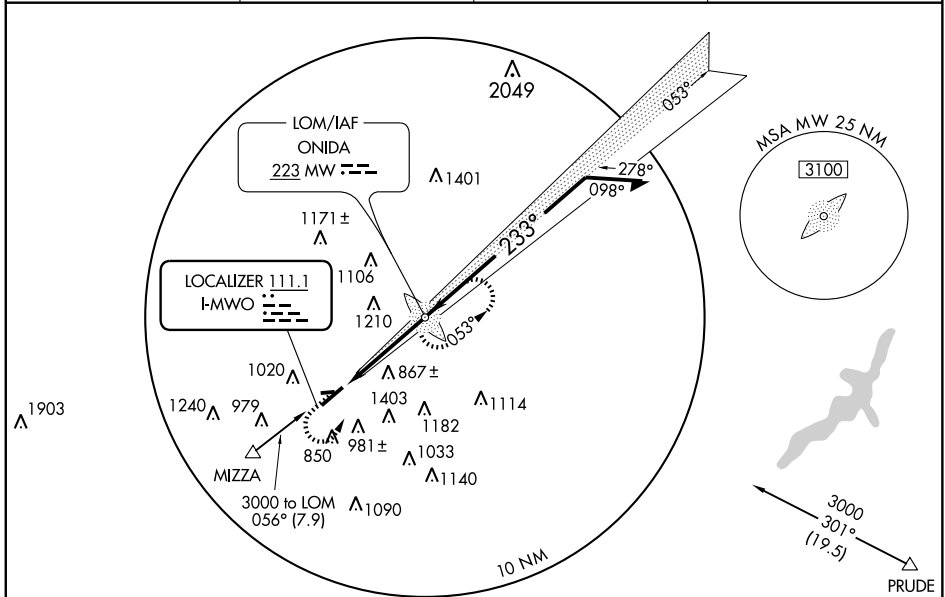
POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.



<div> <div>▼</div> <div>▲ NA</div> </div>		<div>MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 direct MW LOM and hold.</div>	
<div>AWOS-3</div> <div>120.025</div>	<div>DAYTON APP CON</div> <div>118.85 127.225 327.1</div>	<div>CLNC DEL</div> <div>119.4</div>	<div>UNICOM</div> <div>123.0 (CTAF) 0</div>



2600

3000

MW

223

LOM

Remain within 10 NM

053°

233°

3000

2000

3.14°

TCH 45

3.9 NM

3040 X 297

6100 X 100

Λ 855

MIRL Rwy 5-23

REIL Rwys 5 and 23

FAF to MAP 3.9 NM

Knots

60 90 120 150 180

Min:Sec

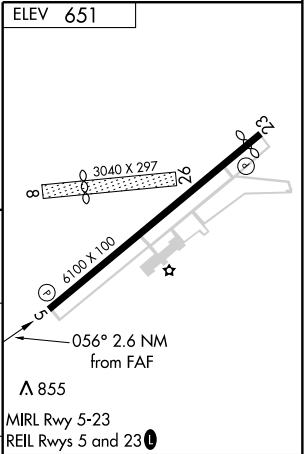
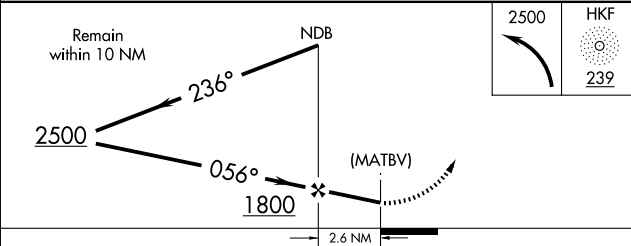
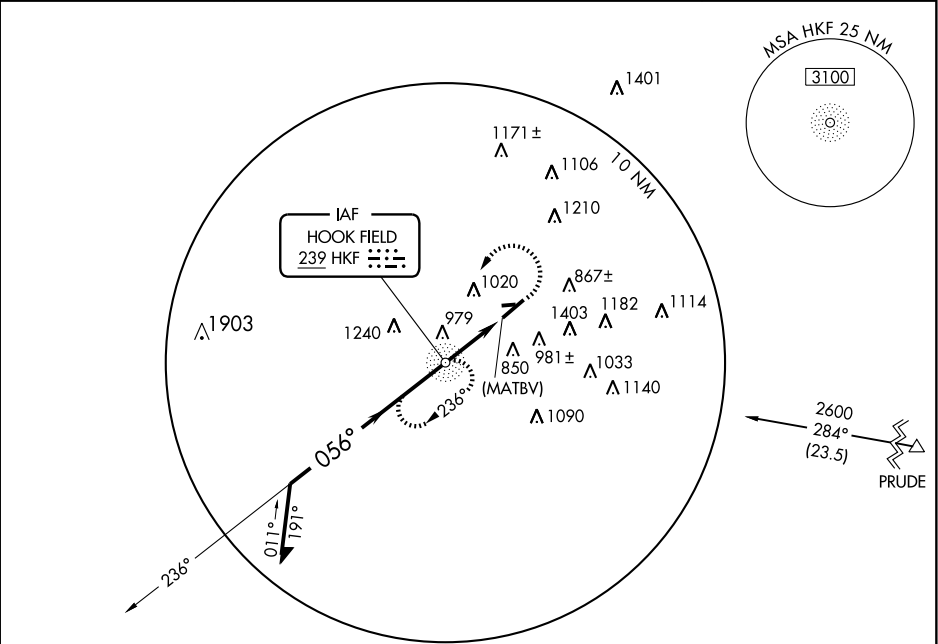
3:54 2:36 1:57 1:34 1:18

CATEGORY	A	B	C	D
S-23	1080-1	429 (500-1)	1080-1¼ 429 (500-1¼)	1080-1½ 429 (500-1½)
CIRCLING	1320-1	669 (700-1)	1320-1¾ 669 (700-1¾)	1720-3 1069 (1100-3)

NDB HKF 239	APP CRS 056°	Rwy Idg TDZE Apt Elev	N/A N/A 651
-----------------------	------------------------	-----------------------------	--------------------------

NDB or GPS-A
MIDDLETOWN RGNL/ HOOK FIELD (MWO)

▼ ▲ NA		MISSED APPROACH: Climbing left turn to 2500 direct HKF NDB and hold.	
AWOS-3 120.025	DAYTON APP CON 118.85 127.225 327.1	CLNC DEL 119.4	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 2.6 NM					
CIRCLING	1320-1	669 (700-1)	1320-1 3/4 669 (700-1 3/4)	1720-3 1069 (1100-3)	Knots	60	90	120	150	180
					Min:Sec	2:36	1:44	1:18	1:02	0:52

LOM MW	APP CRS	Rwy Idg	5801
<u>223</u>	234°	TDZE	651
		Apt Elev	651

NDB or GPS RWY 23

MIDDLETOWN RGNL/ HOOK FIELD (MWO)



ANA

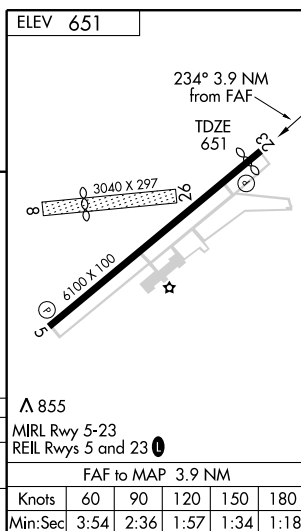
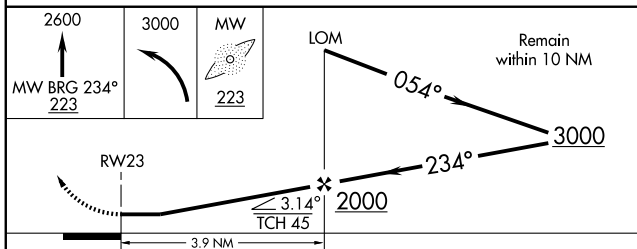
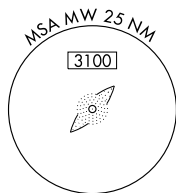
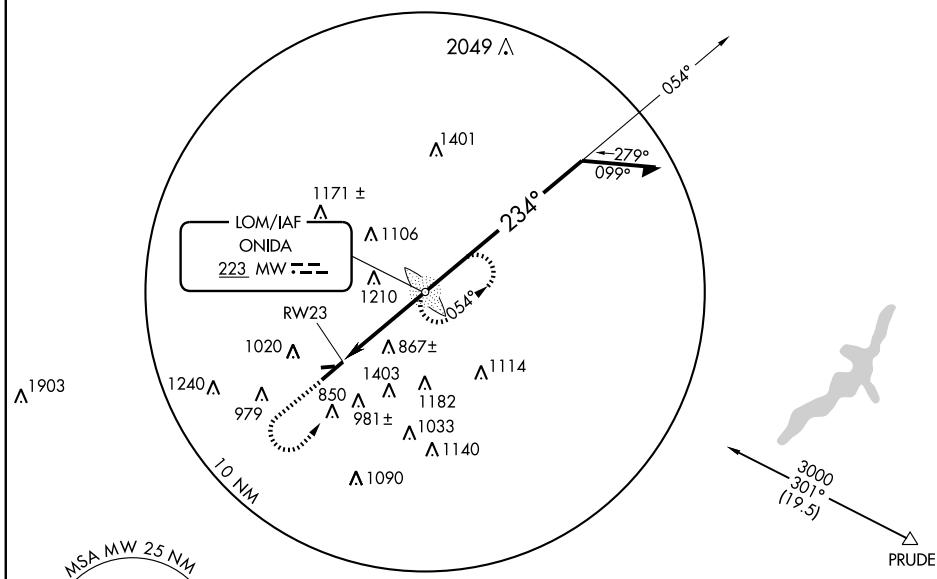
MISSED APPROACH: Climb to 2600 via 234° bearing from MW LOM, then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3
120.025

DAYTON APP CON
118.85 127.225 327.1

CLNC DEL
119.4

UNICOM
123.0 (CTAF) **L**



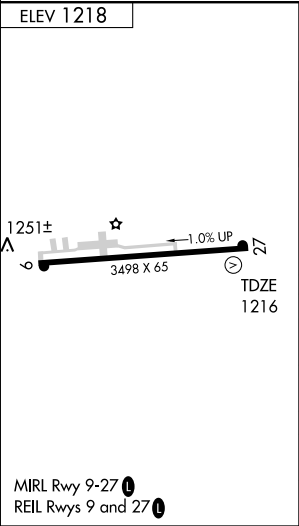
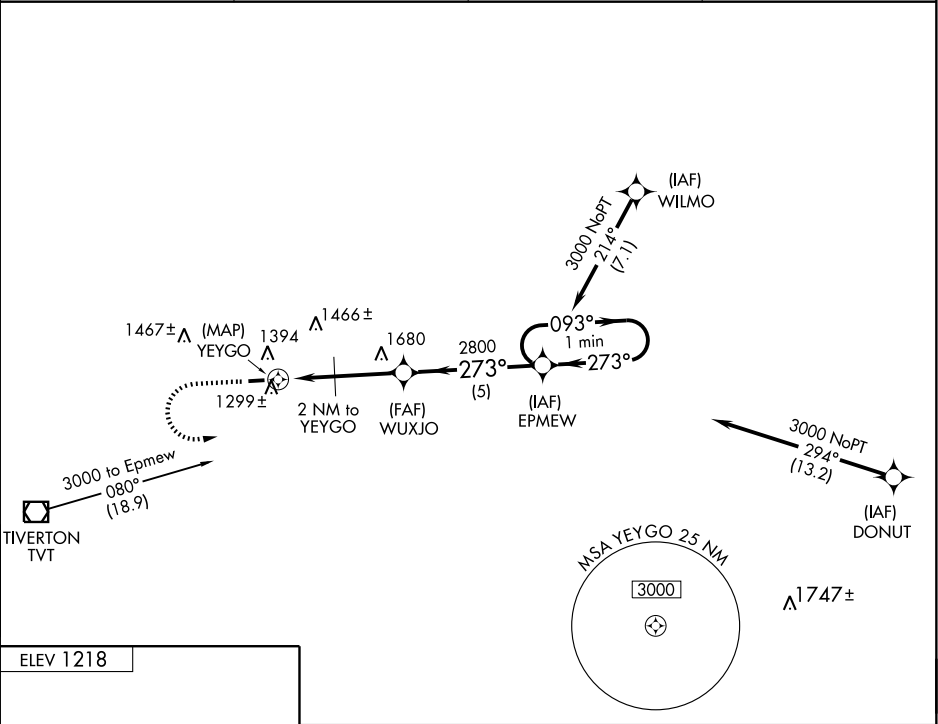
▼




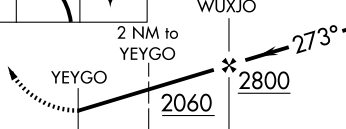
▲ NA

Obtain local altimeter setting on CTAF; when not received, use Akron-Canton Rgnl altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EPMEW WP and hold.

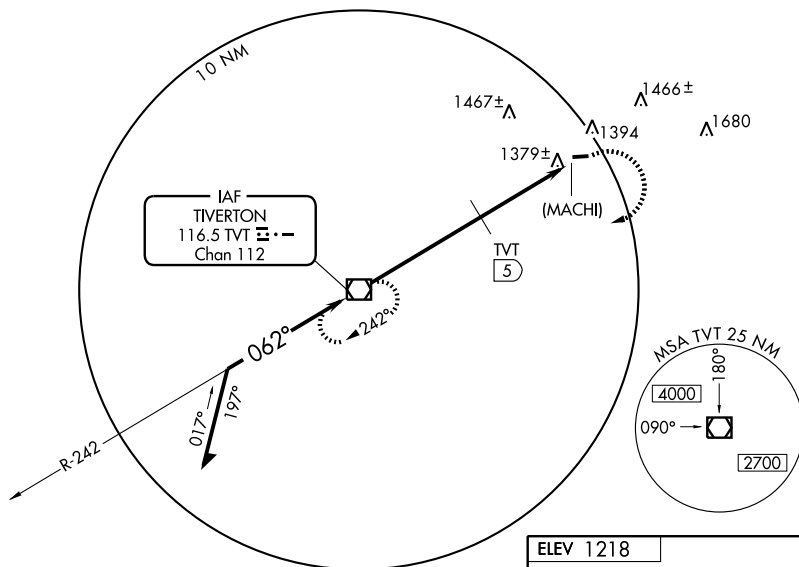
AWOS-3 128.325	INDIANAPOLIS CENTER 124.45 370.9	UNICOM 123.0 (CTAF)	123.4 0
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1800	3000	EPMEW	One Minute Holding Pattern			
						
						
CATEGORY	A	B	C	D		
S-27	1600-1 384 (400-1)			1600-1¼ 384 (400-1¼)		
CIRCLING	1760-1 542 (600-1)		1760-1½ 542 (600-1½)		1780-2 562 (600-2)	
AKRON-CANTON RGNL ALTIMETER SETTING MINIMUMS						
S-27	1680-1 464 (500-1)		1680-1¼ 464 (500-1¼)		1680-1½ 464 (500-1½)	
CIRCLING	1820-1 602 (700-1)		1820-1¼ 602 (700-1¼)		1820-2 602 (700-2)	

MISSED APPROACH: Climbing right turn to 3000 direct TVT VOR/DME and hold.

123.4 L




EC-2. 22 OCT 2009 to 19 NOV 2009

062° 9' NM
from FAF

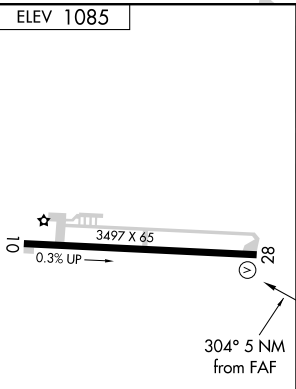
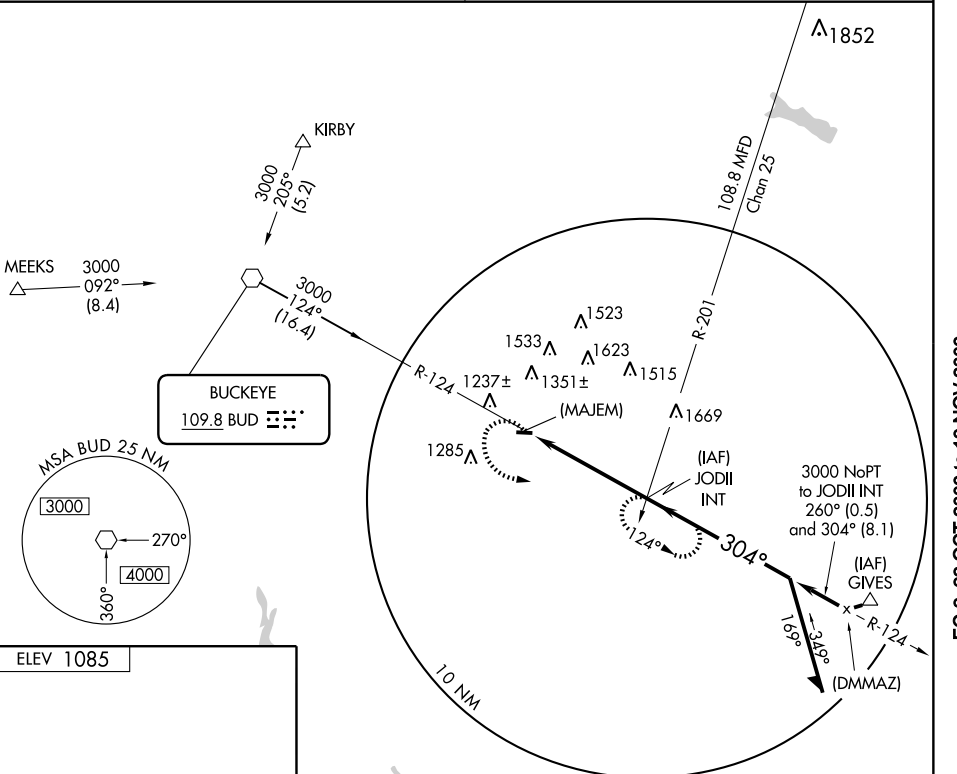
REIL Rwy 9 and 27 L					
MIRL Rwy 9-27 L					
FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

VOR BUD 109.8	APP CRS 304°	Rwy Idg TDZE Apt Elev	N/A N/A 1085
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 Use Mansfield altimeter setting; when not available, use Columbus altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via BUD R-124 to JODII Int and hold.

MANSFIELD APP CON ★ 124.2 390.8	UNICOM 122.8 (CTAF) 0
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MIRL Rwy 10-28 0							CATEGORY	A	B	C	D
							CIRCLING	1700-1 615 (700-1)	1720-1 635 (700-1)	1720-1 3/4 635 (700-1 3/4)	NA
FAF to MAP 5 NM							COLUMBUS ALTIMETER SETTING MINIMUMS				
Knots	60	90	120	150	180	CIRCLING	1740-1	1760-1	1760-2	NA	
Min:Sec	5:00	3:20	2:30	2:00	1:40		655 (700-1)	675 (700-1)	675 (700-2)		

EC-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5500
104°	TDZE	1188
	Apt Elev	1191

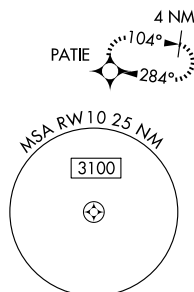
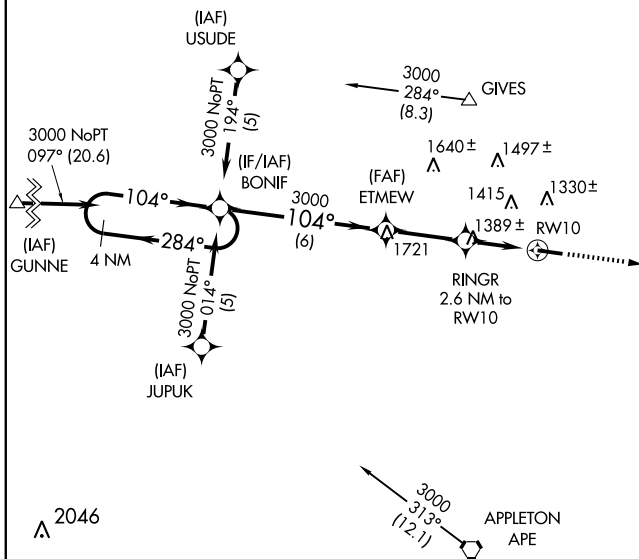
RNAV (GPS) RWY 10

MOUNT VERNON / KNOX COUNTY (4I3)

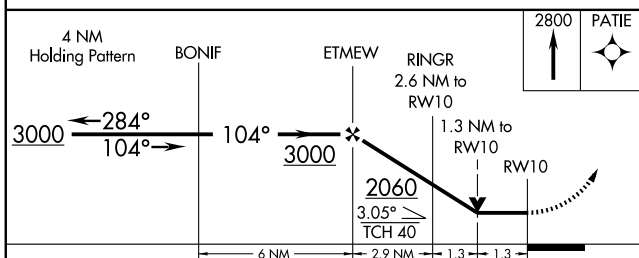
- ⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility $\frac{1}{4}$ mile. VDP NA with Newark altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2800 direct
PATIE and hold.

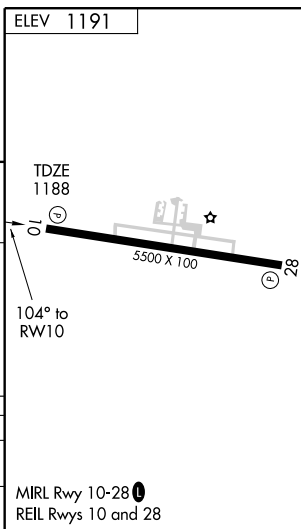
AWOS-3 120.125	COLUMBUS APP CON 120.2 317.775	CLNC DEL 119.45	UNICOM 123.05 (CTAF) 0
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Procedure NA for arrivals on APE VORTAC
airway radials 271 CW 006.



CATEGORY	A	B	C	D
LNNAV MDA	1640-1	452 (500-1)	1640-1¼ 452 (500-¼)	1640-1½ 452 (500-½)
CIRCLING	1660-1	469 (500-1)	1680-1½ 489 (500-½)	1780-2 589 (600-2)



APP CRS	Rwy Idg	5500
284°	TDZE	1185
	Apt Elev	1191

RNAV (GPS) RWY 28

MOUNT VERNON / KNOX COUNTY (4I3)

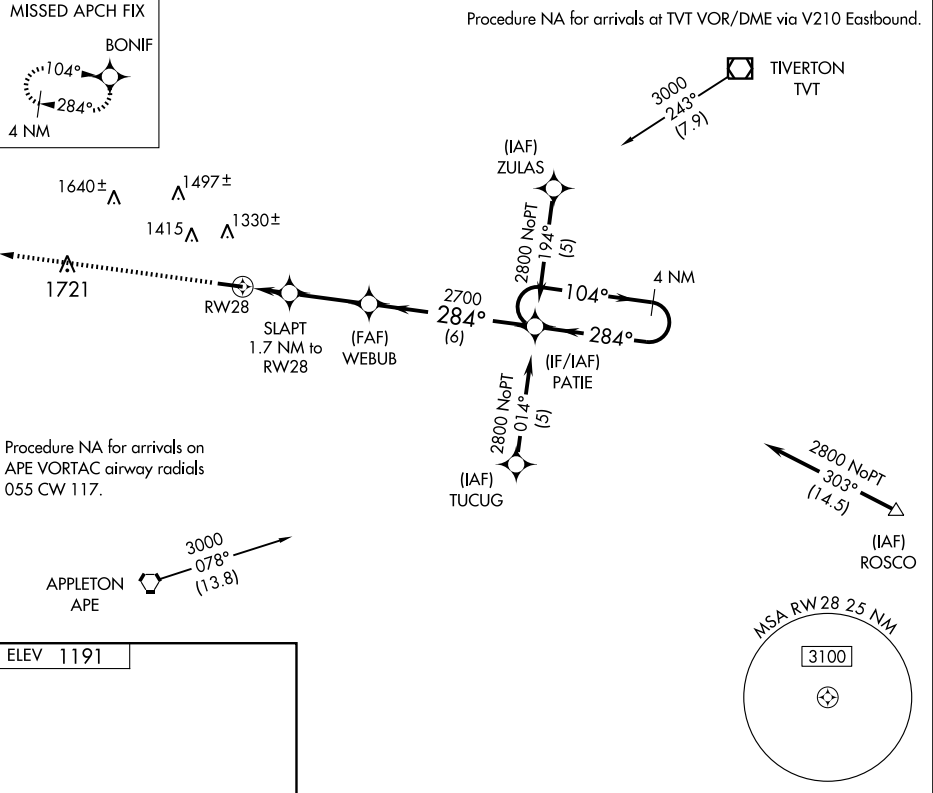
▼

▲

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility ¼ mile.
VDP NA with Newark altimeter setting.

MISSED APPROACH: Climb to 3000 direct BONIF and hold.

AWOS-3 120.125	COLUMBUS APP CON 120.2 317.775	CLNC DEL 119.45	UNICOM 123.05 (CTAF)
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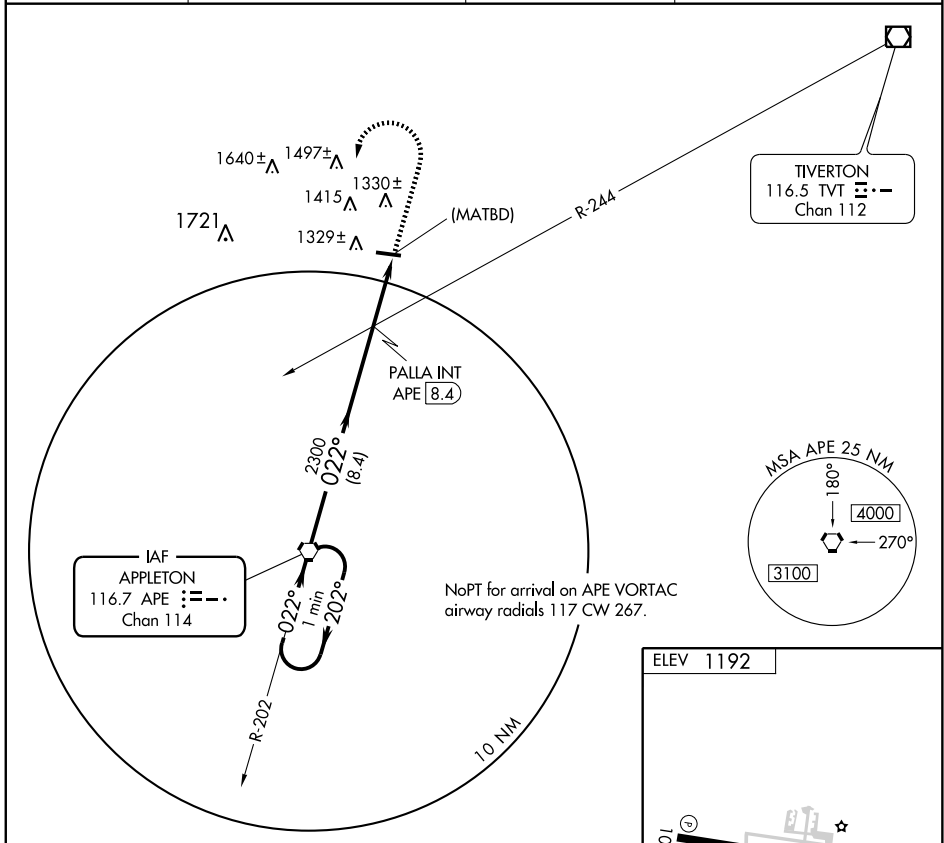


VORTAC APE 116.7 Chan 114	APP CRS 022°	Rwy Idg TDZE Apt Elev 1192	N/A N/A 1192
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VOR or GPS-A

MOUNT VERNON / KNOX COUNTY (413)

NA		MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.	
AWOS-3 120.125	COLUMBUS APP CON 120.2 317.775	CLNC DEL 119.45	UNICOM 123.05 (CTAF)



One Minute Holding Pattern				ELEV 1192													
VORTAC				116.7													
3000 ← 202° 022° → 022°				3000 ↑ APE 116.7 													
PALLA INT APE 8.4				022° 2.7 NM from FAF													
2300 (MATBD) APE 11.1				MIRL Rwy 10-28 REIL Rws 10 and 28													
8.4 NM 2.7 NM				FAF to MAP 2.7 NM													
CATEGORY	A	B	C	D													
CIRCLING	1660-1	468 (500-1)	1660-1½ 468 (500-1½)	1760-2 568 (600-2)	<table> <tr> <td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr> <tr> <td>Min:Sec</td><td>2:42</td><td>1:48</td><td>1:21</td><td>1:05</td><td>0:54</td></tr> </table>	Knots	60	90	120	150	180	Min:Sec	2:42	1:48	1:21	1:05	0:54
Knots	60	90	120	150	180												
Min:Sec	2:42	1:48	1:21	1:05	0:54												

VOR/DME VVW 113.1 Chan 78	APP CRS 258°	Rwy Idg 3956 TDZE 683 Apt Elev 683
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VOR or GPS RWY 28

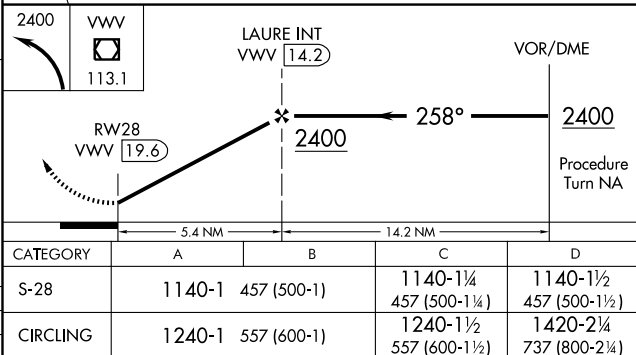
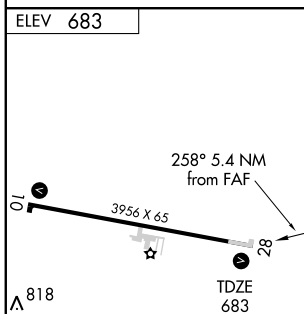
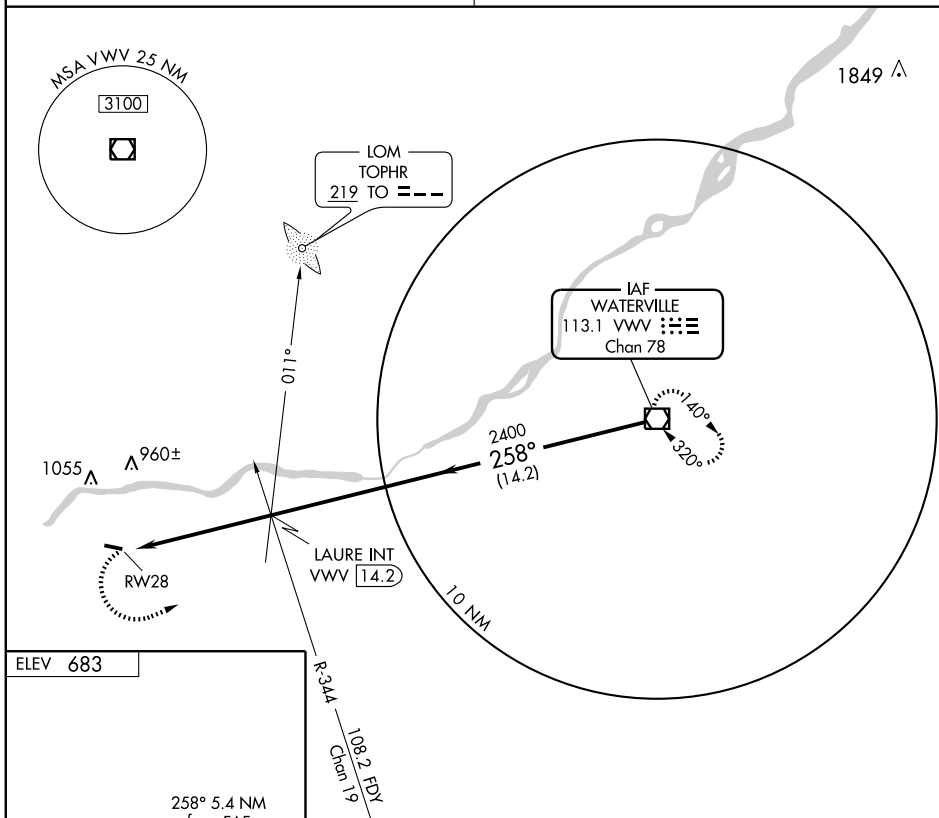
NAPOLEON / HENRY COUNTY (7W5)

A NA Use Toledo altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct VWV VOR/DME and hold.

TOLEDO APP CON
134.35 307.0

UNICOM
123.0 (CTAF) **L**



APP CRS	Rwy Idg	3498
259°	TDZE	1047
	Apt Elev	1051

RNAV (GPS) RWY 26

NEW LEXINGTON/ PERRY COUNTY (I86)

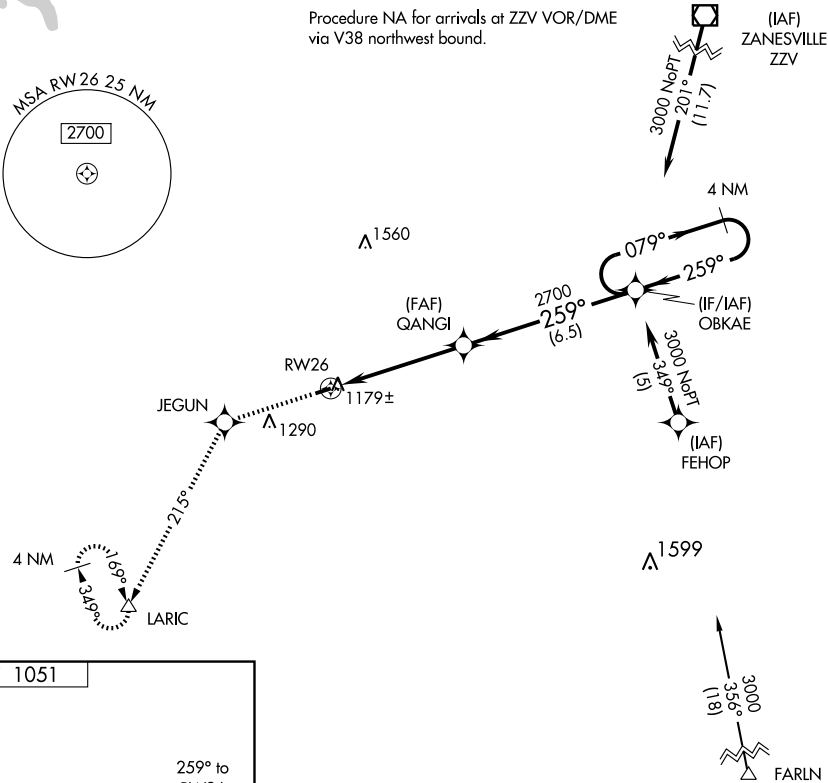
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

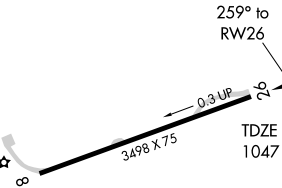
INDIANAPOLIS CENTER
124.45 370.9

UNICOM
122.8 (CTAF) **0**

Procedure NA for arrivals at ZZV VOR/DME via V38 northwest bound.



ELEV 1051




	3000	JEGUN	215° track	LARIC				4 NM Holding Pattern
					QANGI	OBKAE		
					2700	3000		
					≤ 3.04° TCH 40			
					5 NM	6.5 NM		
CATEGORY	A	B	C	D				
LNAV MDA	1500 - 1	453 (500-1)	1500 - 1¼ 453 (500-1¼)	NA				
CIRCLING	1600 - 1	549 (600-1)	1600 - 1½ 549 (600-1½)	NA				

REIL Rwy 26 **0**
MIRL Rwy 8-26 **0**

MISSED APPROACH: Climb to 3000 via ZZV VOR/DME R-229 to LARIC INT/ZZV 31 DME and hold.

UNICOM
122.8 (CTAF) **L**

A diagram showing a curved path. The path starts at a point, curves upwards and to the right, and then curves downwards and to the right. The angle of the first curve is labeled 049° and the angle of the second curve is labeled 229° . The time taken to travel along the path is labeled 1 min . The path is labeled $R-049$.

IF/IAF
ZANESVILLE
111.4 ZZV 
Chan 51

ELEV 1051

229° 5.4 nm
from FAF

0.3 μ m

3498 X 75

20°

TDZE
1047

3000	ZZV R-229 111.4	LARIC △ ZZV 31
------	-----------------------	----------------------

One Minute Holding Pattern

VOR/DME Holding Pattern

049° → 3000

CATEGORY	A	B	C	D
S-26	1620-1 573 (600-1)	1620-1¼ 573 (600-1¼)	1620-1½ 573 (600-1½)	NA
CIRCLING	1620-1 569 (600-1)	1620-1¼ 569 (600-1¼)	1620-1½ 569 (600-1½)	NA

REIL Rwy 26 **L**
MIRL Rwy 8-26 **L**

GPS RWY 14

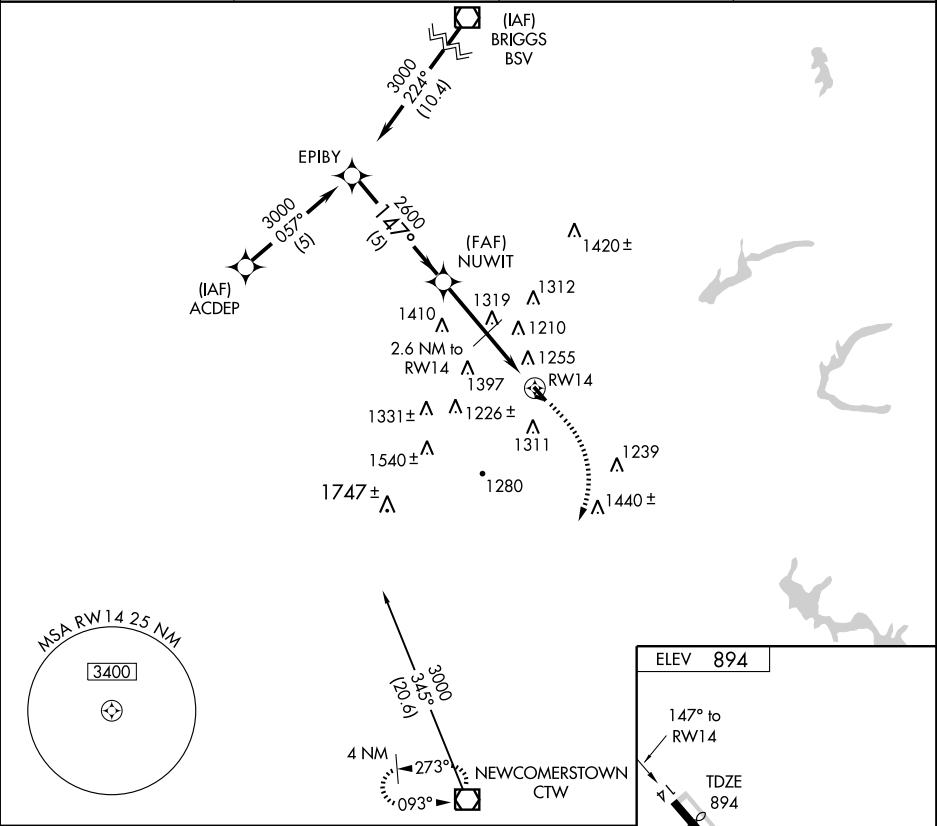
NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

APP CRS	Rwy Idg	3621
147°	TDZE	894
	Apt Elev	894


NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CTW VOR/DME and hold.

ASOS 121.425	AKRON-CANTON APP CON* 125.5 371.875	UNICOM 122.8 (CTAF)	123.3
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Procedure Turn NA	<div><div>3000</div><div>2600</div><div>1800</div></div> <div>147°</div> <div>2600</div> <div>1800</div> <div>3.16°</div> <div>TCH 34</div> <div>5 NM</div> <div>2.4 NM</div> <div>2.6 NM</div> <div>RW14</div>
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VOR/DME BSV 112.4 Chan 71	APP CRS 182°	Rwy Idg TDZE Apt Elev	N/A N/A 894
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VOR-A

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)



MISSED APPROACH: Climb to 2100, then climbing left turn to 3000 direct BSV VOR/DME and hold.

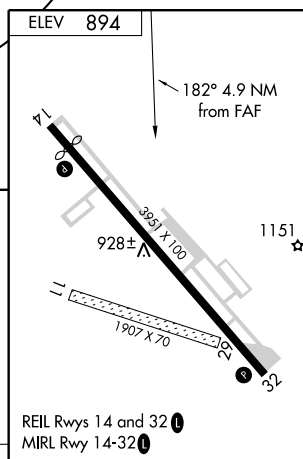
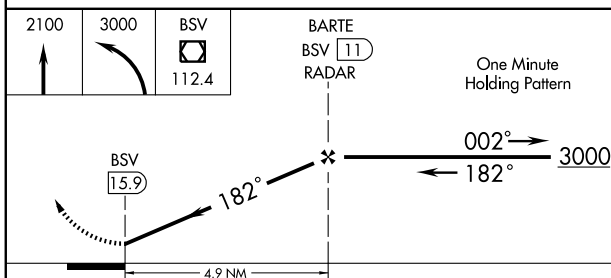
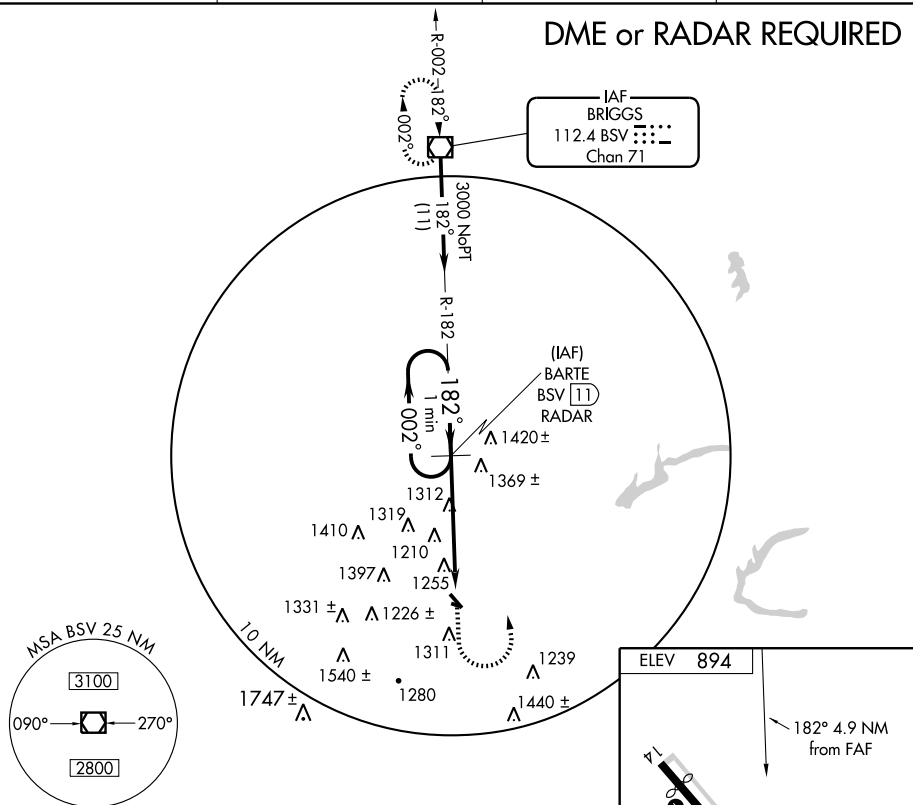
ASOS
121,425

AKRON-CANTON APP CON★
125.5 371,875

UNICOM
122.8 (CTAF)

123.3 L

DME or RADAR REQUIRED



CATEGORY	A	B	C	D	FAF to MAP 4.9 NM					
CIRCLING	1620-1	726 (800-1)	1620-2 726 (800-2)	NA	Knots	60	90	120	150	180
					Min:Sec	4:54	3:16	2:27	1:58	1:38

VOR/DME CTW 111.8 Chgn 55	APP CRS 017°	Rwy Idg TDZE Apt Elev N/A N/A 895
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VOR/DME or GPS-B

NEW PHILADELPHIA/HARRY CLEVER FIELD (PHD)



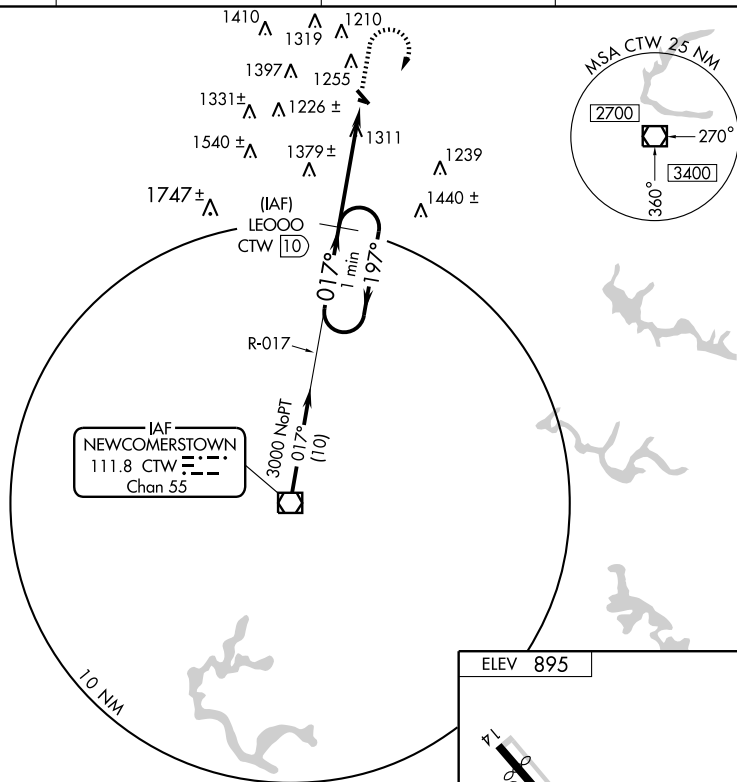
MISSED APPROACH: Climb to 3000 then right turn via CTW R-017 to LEOOO 10 DME and hold.

ASOS
121.425

AKRON-CANTON APP CON ★
125.5 371.875

UNICOM
122.8 (CTAF)

123.3 L



One Minute Holding Pattern

LEOOO
CTW 10

3000

CTW R-017

CTW 10

$$\begin{array}{r} 3000 \quad \leftarrow 197^\circ \\ \hline \quad \quad 017^\circ \rightarrow \end{array}$$
C
1

1.

—

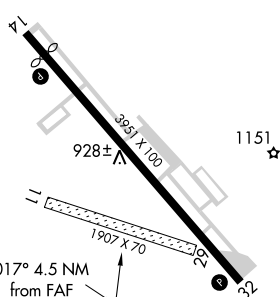
5 NM —————

C

1740-

84.5 (900)

ELEV 895



017° 4.5 NM
from FAF

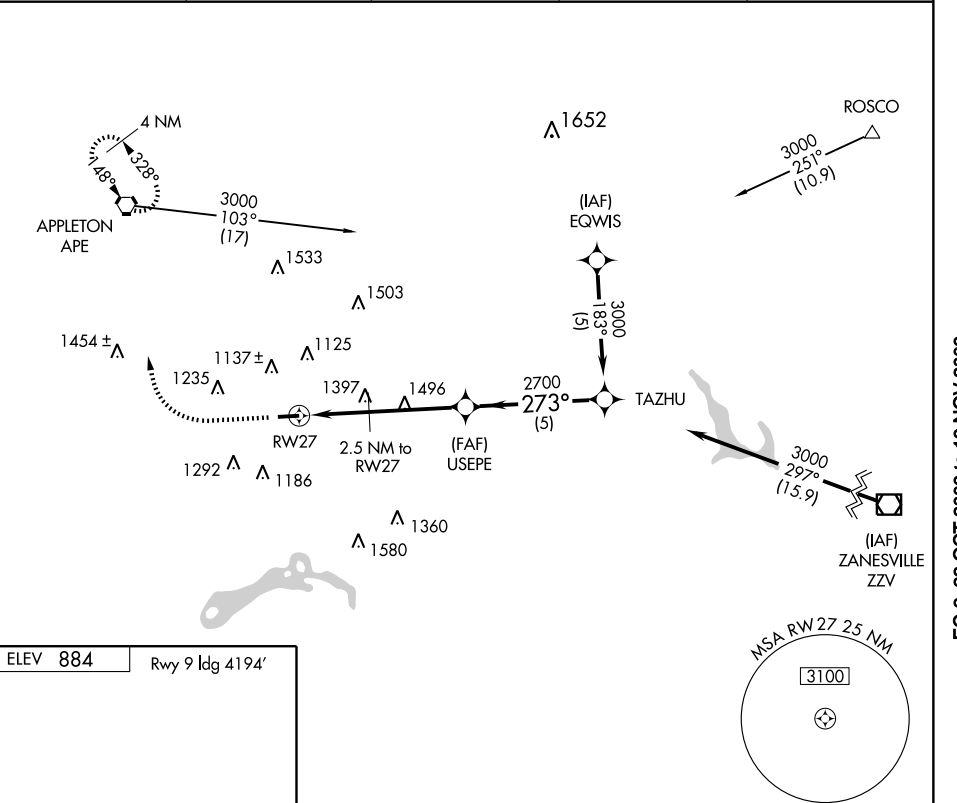
REIL Rwy 14 and 32 L
MIRL Rwy 14-32 L

▼

▲ NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct APE VORTAC and hold.

ASOS 121.125	COLUMBUS APP CON 120.2 317.775	CLNC DEL 124.85	UNICOM 122.7 (CTAF)	123.3 0
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ELEV 884 Rwy 9 Idg 4194'

1032±

TDZE 879

4649 X 75

0.3% UP

273° to RW27

1041

2000

3000

APE 116.7

RW27

2.5 NM to RW27

USEPE

2700

TAZHU 3000

2.5 NM

3.5 NM

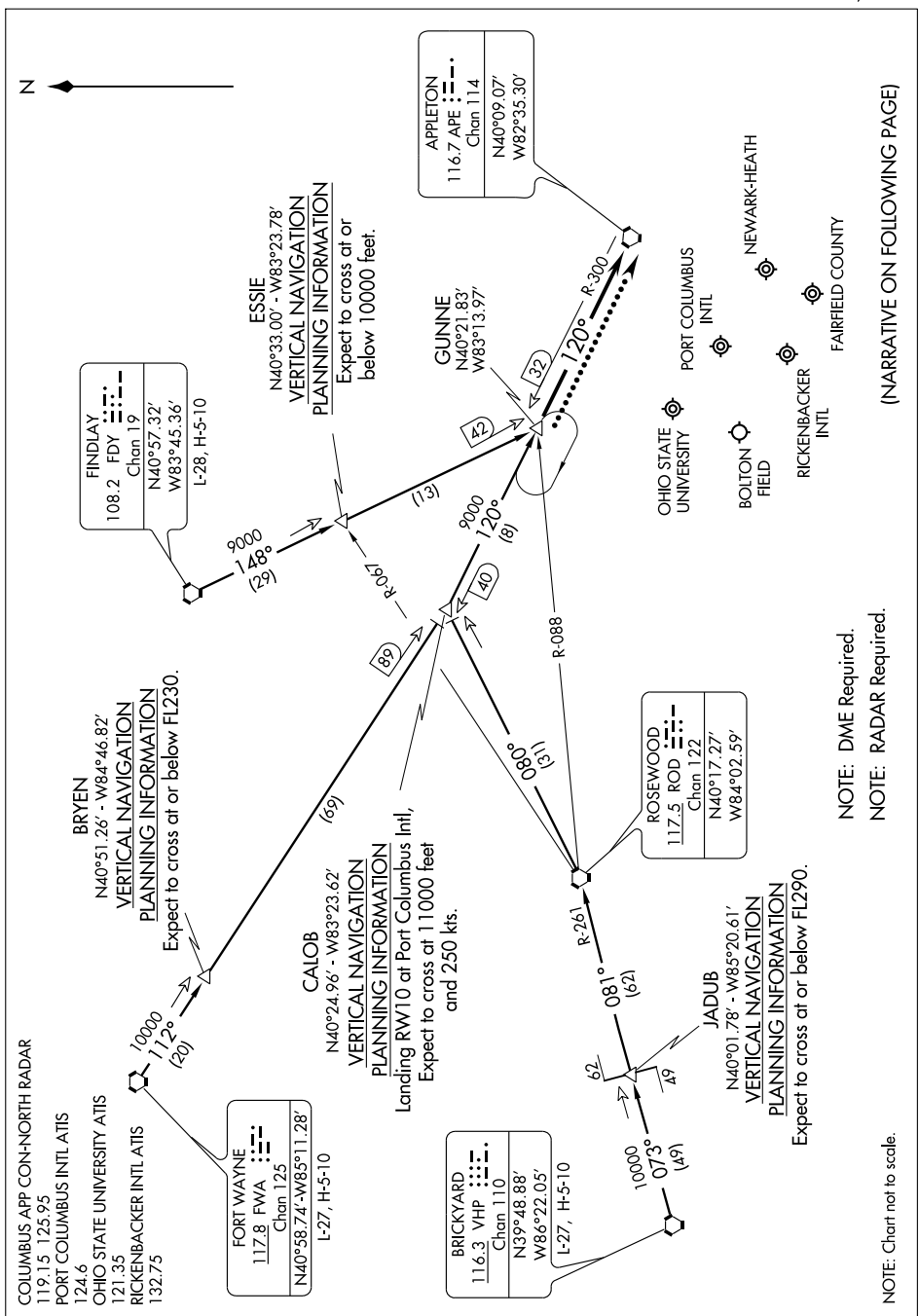
5 NM

Procedure Turn NA

CATEGORY	A	B	C	D
S-27	1660-1 781 (800-1)	1660-1¼ 781 (800-1¼)	1660-2¼ 781 (800-2¼)	1660-2½ 781 (800-2½)
CIRCLING	1660-1 776 (800-1)	1660-1¼ 776 (800-1¼)	1660-2¼ 776 (800-2¼)	1660-2½ 776 (800-2½)

REIL Rwy 9 and 27 0
MIRL Rwy 9-27 0

EC-2: 22 OCT 2009 to 19 NOV 2009



ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

LOC I-RXK <u>110.9</u>	APP CRS 093°	Rwy Idg 4194 TDZE 883 Apt Elev 884
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LOC RWY 9
NEWARK-HEATH (VTA)

T If local altimeter not received, use Port Columbus Intl
A altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2900 direct APE VORTAC and hold.

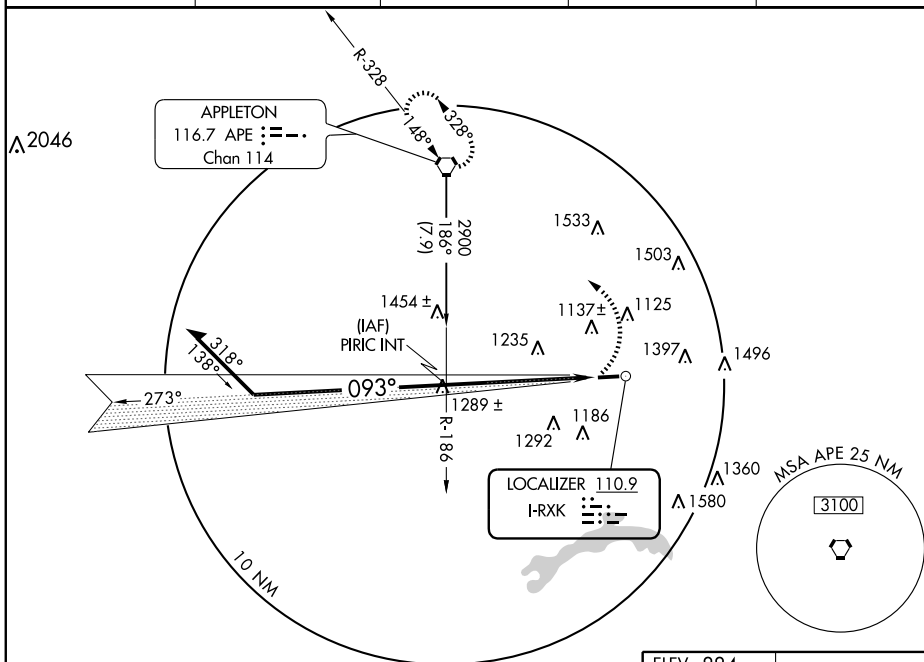
ASOS
121.125

COLUMBUS APP CON
120-2 317-775

CLNC DEL
124.85

UNICOM
122.7 (CTAF)

123.3 L



EC-2, 22 OCT 2009 to 19 NOV 2009

Remain
within 10 NM

PIRIC
INT

2900

 273°

0930

2700

3.00°

VGSI and descent
angle not coincident.

ICH 40

2900

APE

116.7

 $1032 \pm$

6
TDZE

883

093° 56 NM

from FAF

REIL Rwy 9 c

MIRL Rwy 9-2

	FAF

Knots	60
Time	5.2

Min:Sec 5:36

REIL Rwy 9 and 27 **L**MIRL Rwy 9-27 **L**

	FAF

Knots	60
Time	5.2

Min:Sec 5:36

REIL Rwy 9 and 27 **L**

MIRL Rwy 9-2

	FAF

Knots	60
Time	5.2

Min:Sec 5:36

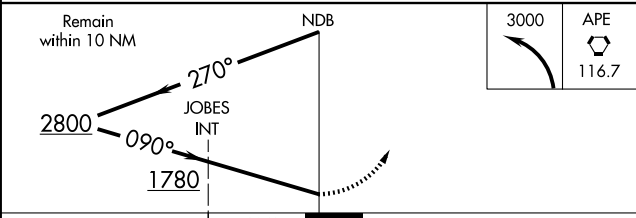
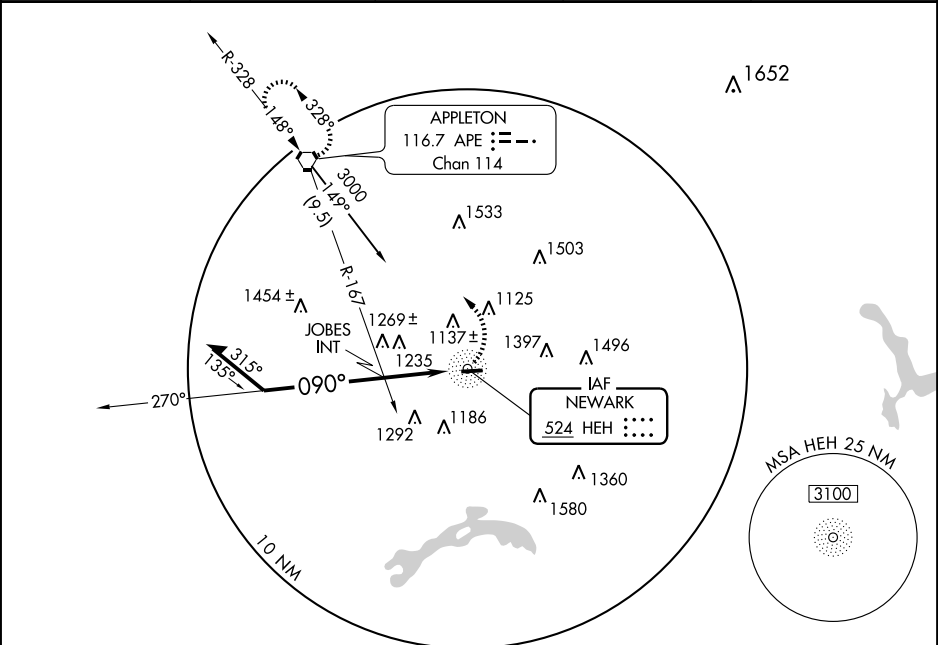
NDB HEH 524	APP CRS 090°	Rwy ldg TDZE Apt Elev	4194 883 884
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NDB or GPS RWY 9
NEWARK-HEATH (VTA)


NA


MISSED APPROACH: Climbing left turn to 3000 direct
APE VORTAC and hold.


ASOS 121.125	COLUMBUS APP CON 120.2 317.775	CLNC DEL 124.85	UNICOM 122.7 (CTAF)	123.3 
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CATEGORY	A	B	C	D
S-9	1780-1¼ 897 (900-1¼)		1780-2¾ 897 (900-2¾)	1780-3 897 (900-3)
CIRCLING	1780-1¼ 896 (900-1¼)		1780-2¾ 896 (900-2¾)	1780-3 896 (900-3)
JOBES FIX MINIMUMS				
S-9	1580-1 697 (700-1)		1580-2 697 (700-2)	1580-2¼ 697 (700-2¼)
CIRCLING	1580-1 696 (700-1)		1580-2 696 (700-2)	1580-2¼ 696 (700-2¼)


ELEV 884 Rwy 9 ldg 4194'




116.7


1032±

TDZE 883

090° to HEH NDB

1041 

REIL Rwy 9 and 27 
MRL Rwy 9-27 

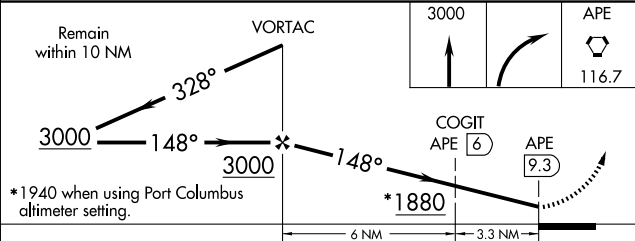
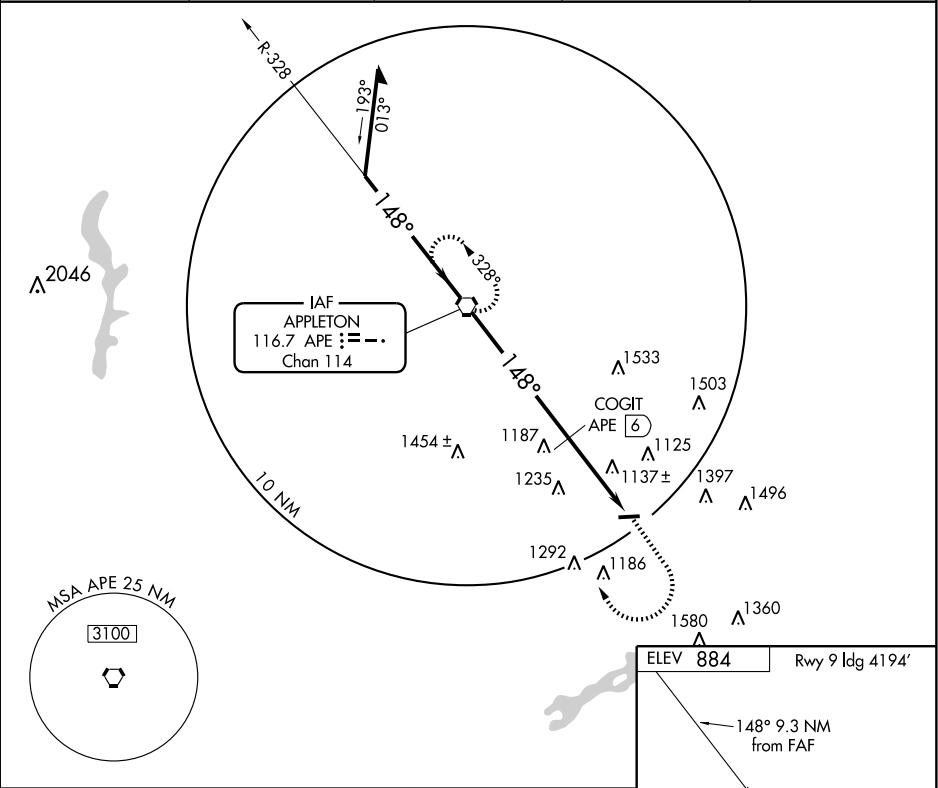
VORTAC APE 116.7 Chan 114	APP CRS 148°	Rwy Idg TDZE Apt Elev	N/A N/A 884
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VOR-A
NEWARK-HEATH (VTA)

When local altimeter setting not received, use Port Columbus altimeter setting and increase all MDA 60 feet and COGIT fix minimums Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

ASOS 121.125	COLUMBUS APP CON 120.2 317.775	CLNC DEL 124.85	UNICOM 122.7 (CTAF)	123.3 0
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CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 996 (1000-1¼)	1880-1½ 996 (1000-1½)	1880-3	996 (1000-3)
COGIT FIX MINIMUMS				
CIRCLING	1520-1	636 (700-1)	1520-1¾ 636 (700-1¾)	1560-2¼ 676 (700-2¼)

ELEV 884

Rwy 9 Idg 4194'

148° 9.3 NM
from FAF

1032±

4649 X 75

0.3% UP

27

1041

REIL Rwy 9 and 27

MIRL Rwy 9-27

FAF to MAP 9.3 NM

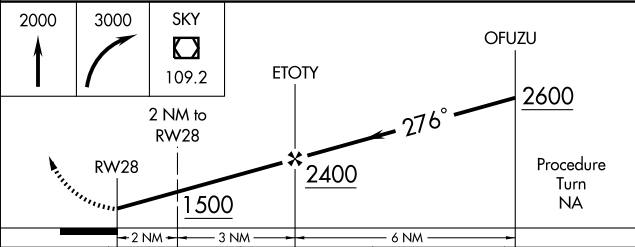
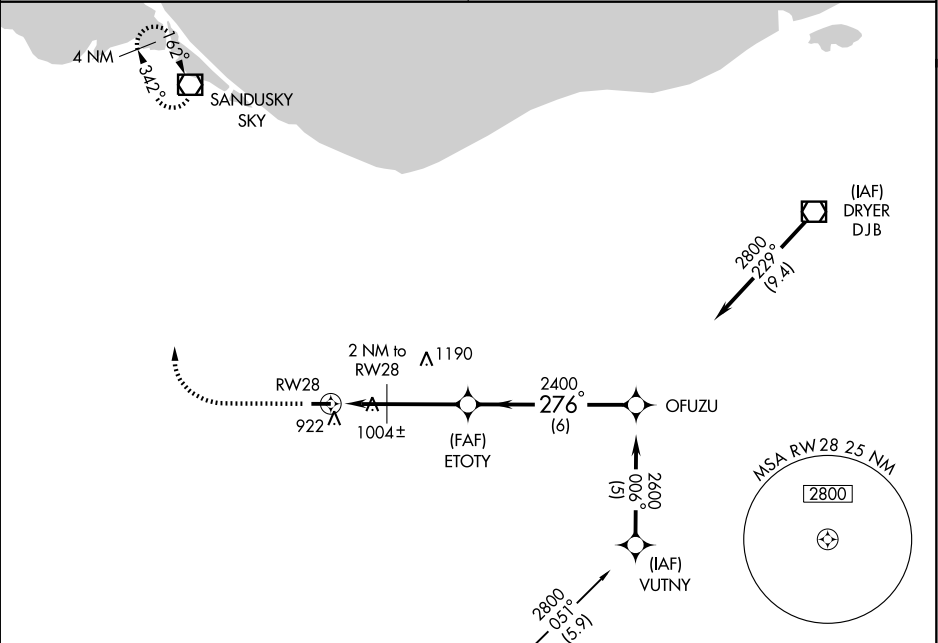
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

APP CRS	Rwy Idg	3542
276°	TDZE	851
	Apt Elev	852

GPS RWY 28

NORWALK-HURON COUNTY (5A1)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Cleveland-Hopkins altimeter setting.</div>	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.
MANSFIELD APP CON ★ 124.2 390.8	UNICOM 122.8 (CTAF) ①



CATEGORY	A	B	C	D
S-28	1340-1 489 (500-1)	1340-1¼ 489 (500-1¼)	1340-1½ 489 (500-1½)	1340-1¾ 489 (500-1¾)
CIRCLING	1360-1 508 (600-1)	1400-1 548 (600-1)	1400-1½ 548 (600-1½)	1420-2 568 (600-2)

ELEV 852 Rwy 10 Idg 3970' Rwy 28 Idg 3542'

276° to RW28

0.4% UP

4210 X 75

TDZE 851

MIRL Rwy 10-28 ①

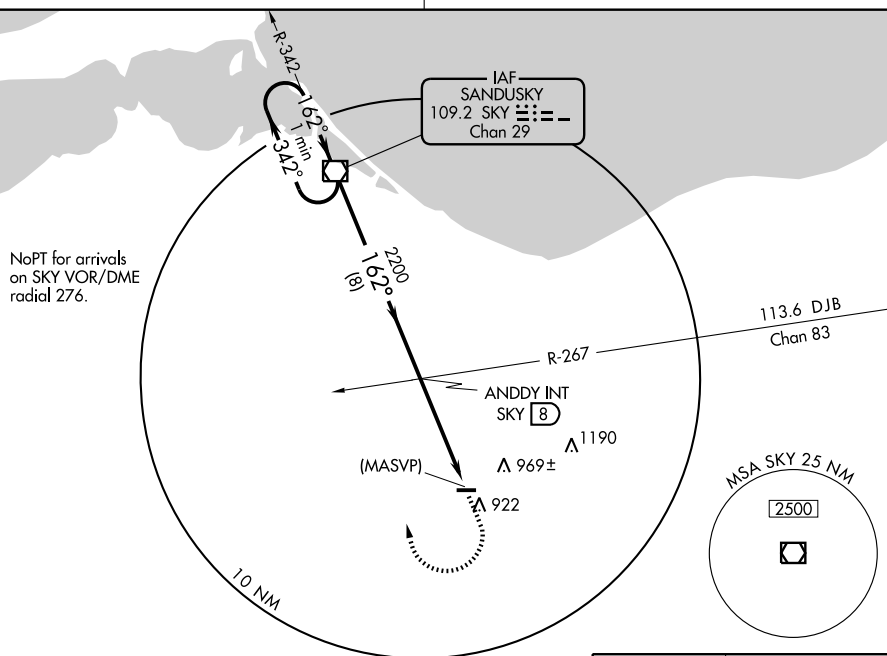
VOR/DME SKY	APP CRS	Rwy Idg	N/A
109.2	162°	TDZE	N/A
Chan 29		Apt Elev	852

VOR or GPS-A
NORWALK-HURON COUNTY (5A1)

T
A NA Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) **L** Δ^{1440}

One Minute Holding Pattern

VOR/DME

$$\frac{3000}{162^\circ} \leftarrow 342^\circ$$

200C

3000

SKY

109 2

ANDDY IN
SKY **8**

(MASVP)
SKY 12.2

2200

MIRL Rwy 10-28 **L**

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

MIRL Rwy 10-28 **L**

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

WAAS CH 86514 W09A	APP CRS 095°	Rwy Idg TDZE Apt Elev	4427 759 764
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 9
OTTAWA / PUTNAM COUNTY (OWX)

▼ Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

▲ NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

MISSED APPROACH:
Climb to 3000 direct CIVRO and hold.

AWOS-3 120.525	TOLEDO APP CON 120.8 317.55	UNICOM 122.7 (CTAF) 1
--------------------------	---------------------------------------	---------------------------------

Procedure NA for arrivals at TWERP via V8-422 westbound and V96 westbound.

(IAF) TWERP

3000 NoPT 125° (14.3)

1817 **▲**

MISSED APCH FIX 4 NM

095° 275° 4 NM

(IF/IAF) WIFES

2500 095° (6.2)

(FAF) ZEBIR

1009 955 **▲** 1036

ILEDE 2.5 NM to RW09

854± 849± RW09

▲ 1272

MSA RW09 2.5 NM 3000

4 NM Holding Pattern

WIFES

ZEBIR

ILEDE 2.5 NM to RW09

3000 CIVRO

275° 095°

3000

GS 3.00° TCH 40

2500

*1.580

*1 NM to RW09

*LNAV only

095° to RW09

4427 X 65

TDZE 759

799±

CATEGORY	A	B	C	D
LPV DA	1047-1	288 (300-1)	NA	NA
LNAV/VNAV DA	1146-1 ½	387 (400-1 ½)	NA	NA
LNAV MDA	1120-1	361 (400-1)	NA	NA
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)	NA	NA

REIL Rwy 9 and 27 **1**
HIRL Rwy 9-27 **1**

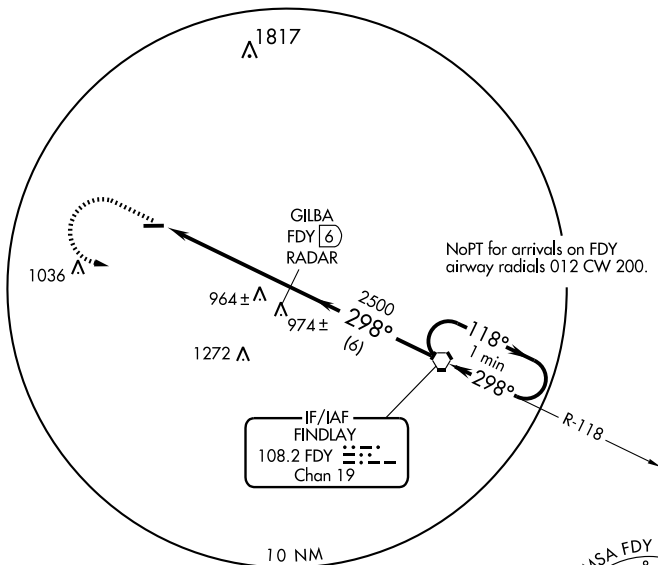
VORTAC FDY 108.2 Chan 19	APP CRS 298°	Rwy Idg 4427 TDZE 764 Apt Elev 764
--	------------------------	---

VOR RWY 27
OTTAWA / PUTNAM COUNTY (OWX)

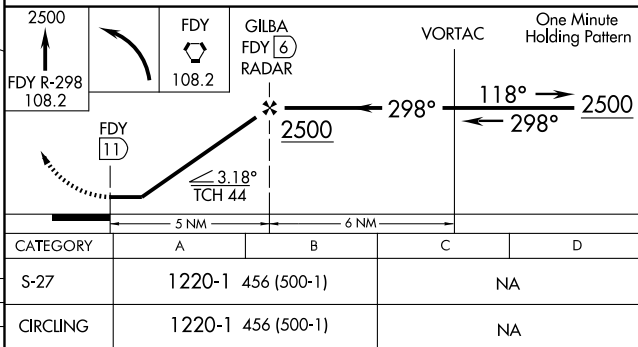
T DME or Radar Required.
A NA
 Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Findlay
 altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2500 via FDY VORTAC R-298, then left turn direct FDY VORTAC and hold.

AWOS-3 120.525	TOLEDO APP CON 120.8 317.55	UNICOM 122.7 (CTAF) 0
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REIL Rwy 9 and 27 **LD**
HIRL Rwy 9-27 **LD**



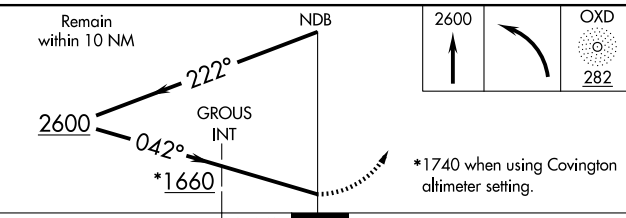
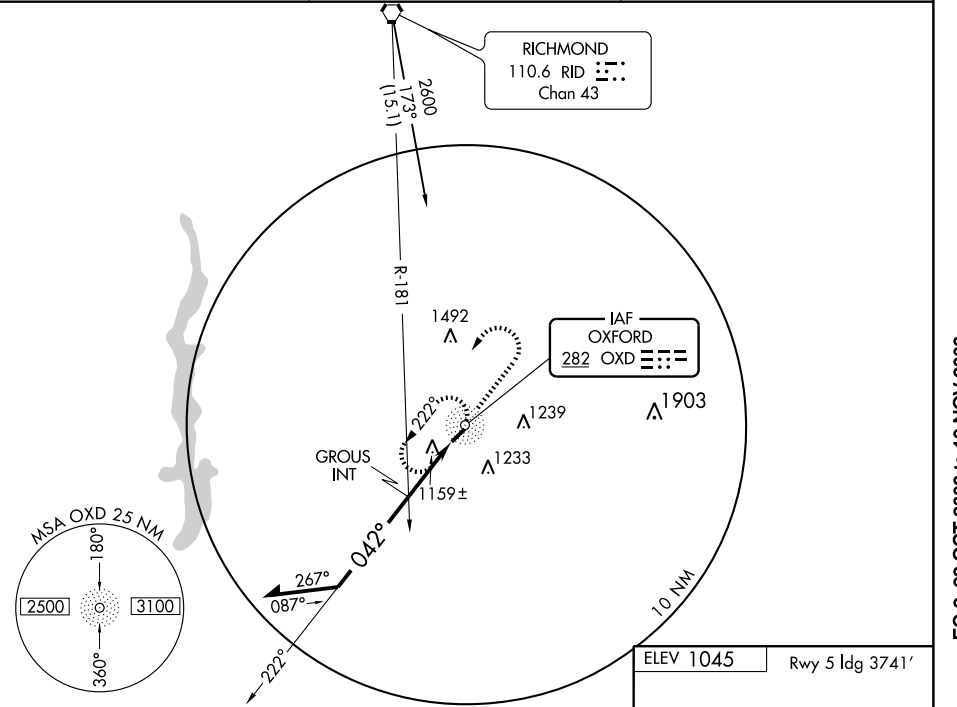
▼

▲ NA

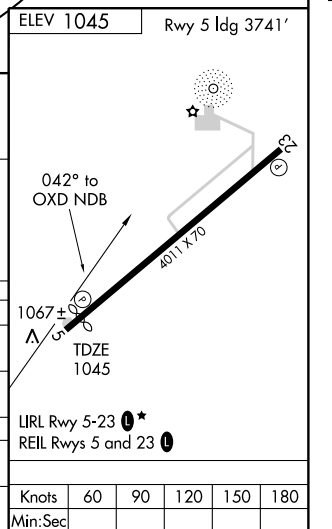
Obtain local altimeter setting on CTAF; when not received, use Covington/Cincinnati/Northern Kentucky altimeter setting and increase all MDAs 100 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 then left turn direct OXD NDB and hold.

CINCINNATI APP CON	UNICOM	
121.0 257.725	122.8 (CTAF)	122.9 0



CATEGORY	A	B	C	D
S-5	1660-1	615 (700-1)	1660-1¾ 615 (700-1¾)	NA
CIRCLING	1660-1	615 (700-1)	1660-1¾ 615 (700-1¾)	NA
GROUS FIX MINIMUMS				
S-5	1460-1	415 (500-1)	1460-1¼ 415 (500-1¼)	NA
CIRCLING	1460-1 415 (500-1)	1500-1 455 (500-1)	1600-1½ 555 (600-1½)	NA



EC-2: 22 OCT 2009 to 19 NOV 2009

CLEVELAND DEP CON
125.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 2: Numerous trees beginning 503' from DER, 146' left of centerline, up to 100' AGL/1039' MSL.
Rwy 20: Numerous trees beginning 544' from DER, 25' right of centerline, up to 200' AGL/1349' MSL.
Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

TAKE-OFF MINIMUMS:

Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD
with minimum climb of 310 feet
per NM to 1500'.



ALPHE



3000
324°
(99)

HUDDZ



3000

*2200

267°

(22)

AMRST

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

AMRST TWO DEPARTURE

(AMRST2, AMRST1) 09183

SL-5432 (FAA)

PAINESVILLE / CONCORD AIRPARK (2G1)
PAINESVILLE, OHIO

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition).
Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2,CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2,VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 2: Numerous trees beginning 503' from DER, 146' left of centerline, up to 100' AGL/1039' MSL.

Rwy 20: Numerous trees beginning 544' from DER, 25' right of centerline, up to 200' AGL/1349' MSL.

Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

TAKE-OFF MINIMUMS:

Rwy 2: STANDARD.

Rwy 20: 400-1¼ or STANDARD with minimum climb of 310 feet per NM to 1500'.

CLEVELAND DEP CON
125.35 346.325

CARLETON 115.7 CRL Chan 104
N42°02.88'-W83°27.46' L-28, H-10

WATERVILLE 113.1 VWV Chan 78
N41°27.09' W83°38.32' L-28, H-10

SANDUSKY 109.2 SKY Chan 29

DRYER 113.6 DJB Chan 83
N41°21.48' W82°09.72' L-30, H-10

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.



R-159

7000
339°
(53)

3000
*2200
295°
(32)

R-115

AMRST

N41°14.70'
W82°59.33'

(32)

(38)

R-142

265°

(16)

265°

(22)

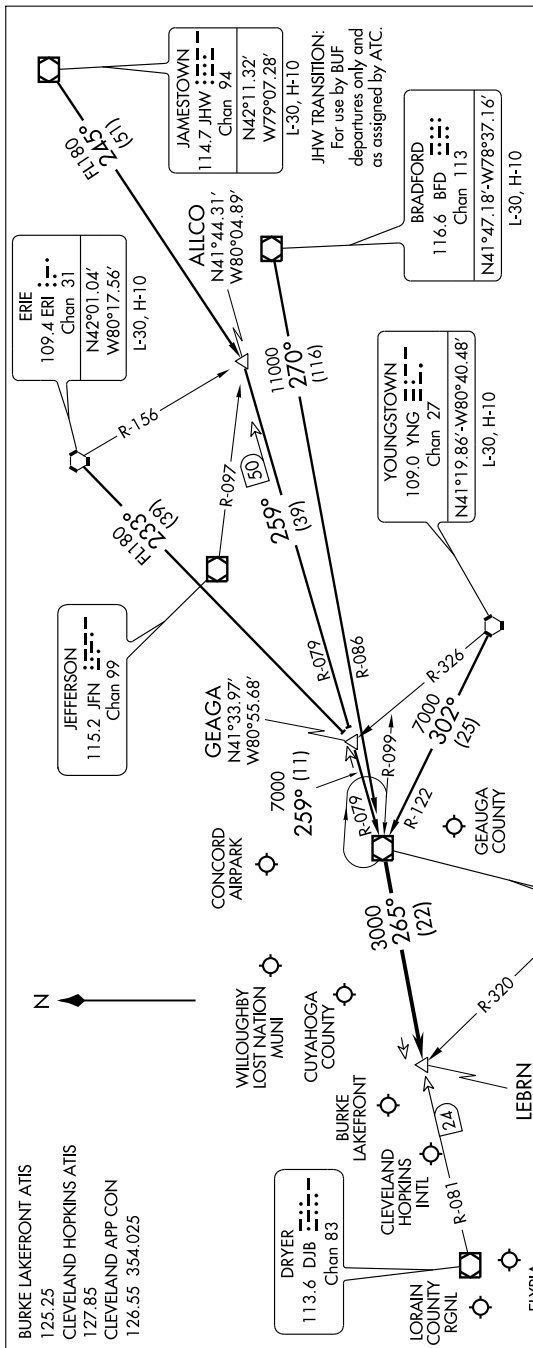
HUDDZ

N41°18.68'
W82°30.59'

N

3000

3000



ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence

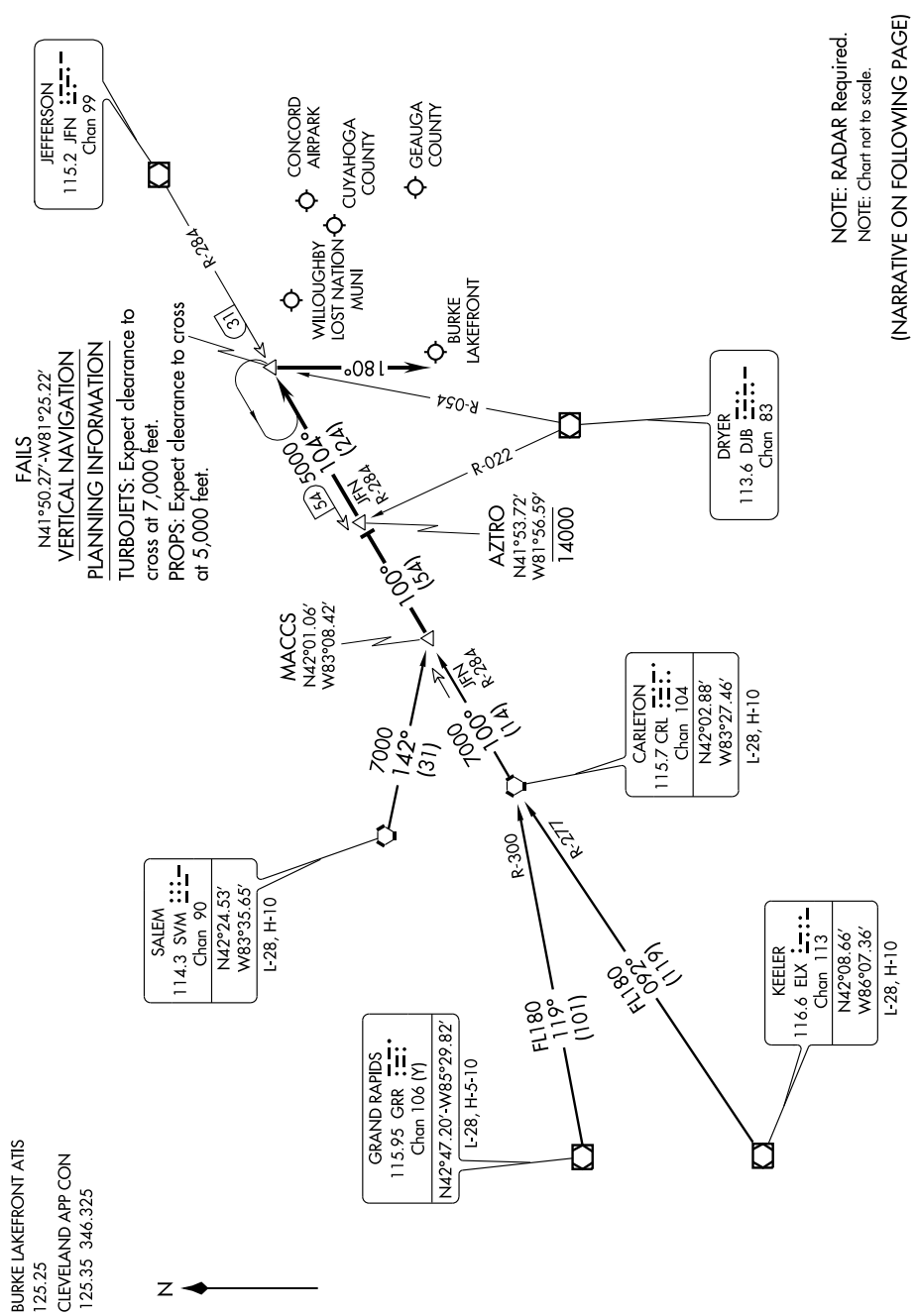
ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence

From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

NOTE: RADAR Required.
NOTE: Chart not to scale.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

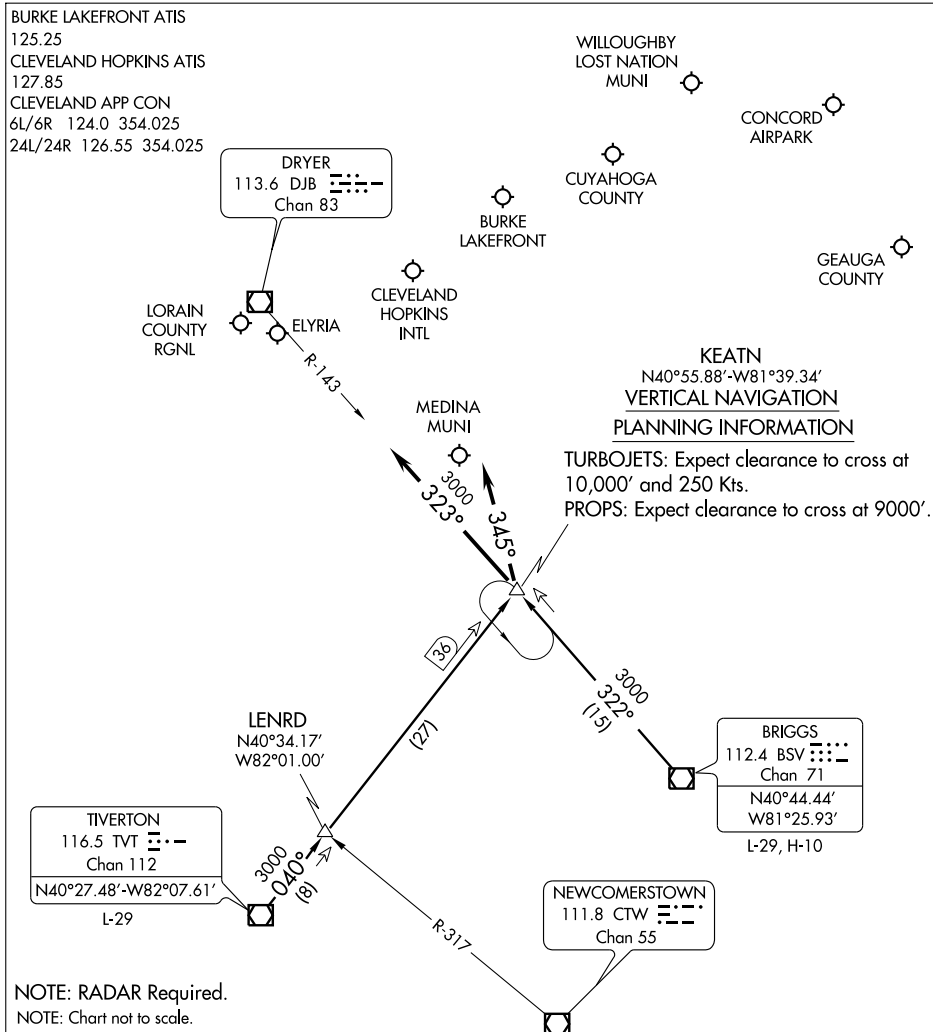
CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence. . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence. . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

OBR)LN TWO DEPARTURE

NOTE: RADAR required
NOTE: Chart not to scale.

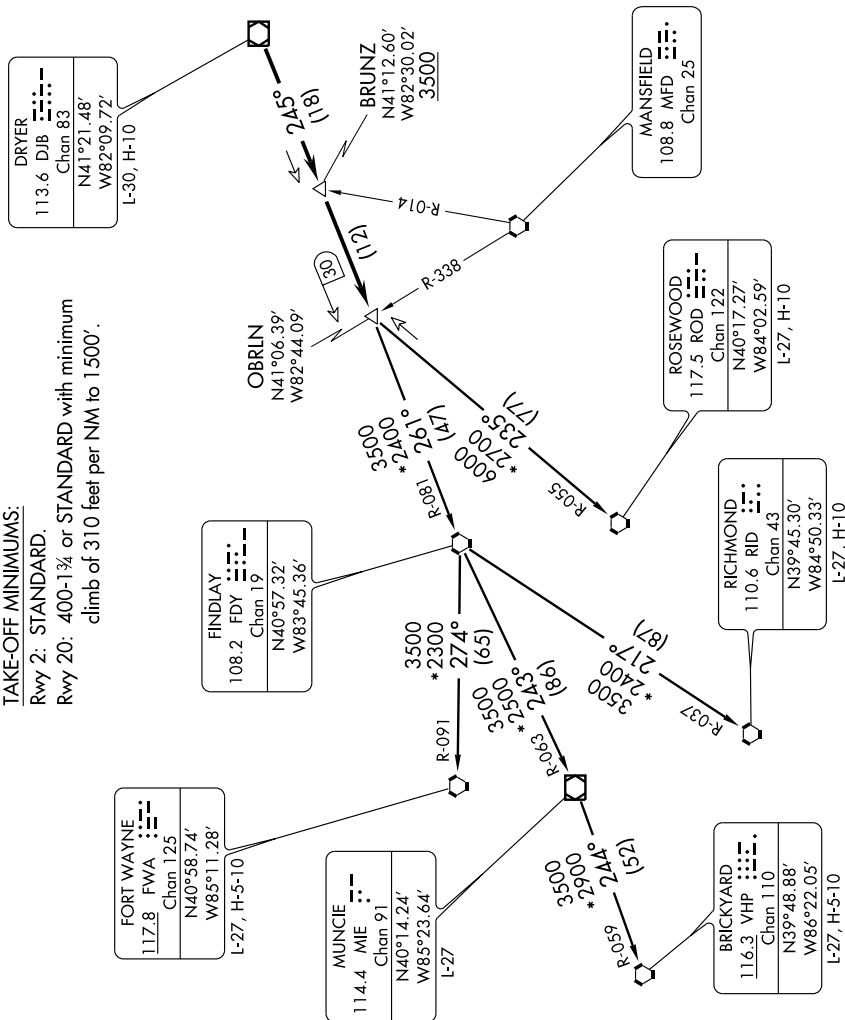
(NARRATIVE ON FOLLOWING PAGE)

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:

Rwy 2: STANDARD.

Rwy 20: 400-1¾ or STANDARD with minimum
climb of 310 feet per NM to 1500'.



EC-2, 22 OCT 2009 to 19 NOV 2009

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000, thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 2: Numerous trees beginning 503' from DER, 146' left of centerline, up to 100' AGL/1039' MSL.

Rwy 20: Numerous trees beginning 544' from DER, 25' right of centerline, up to 200' AGL/1349' MSL.

Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

SANDUSKY TWO DEPARTURE

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence

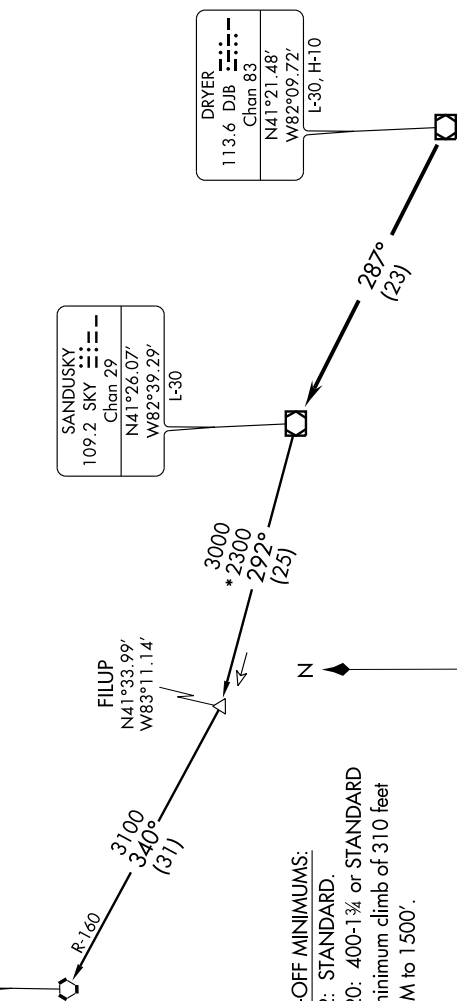
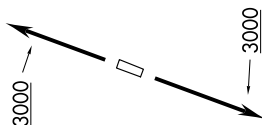
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

CARLETON 115.7 CRL	Chan 104
N42°02.89'	W83°27.46'
L-28, H-10	

SANDUSKY 109.2 SKY	Chan 29
N41°26.07'	W82°39.29'
L-30	

DRYER 113.6 DJB	Chan 83
N41°21.48'	W82°09.72'
L-30, H-10	



TAKE-OFF MINIMUMS:

Rwy 2: STANDARD.

Rwy 20: 400-1 $\frac{3}{4}$ or STANDARD
with minimum climb of 310 feet
per NM to 1500'.

TAKE-OFF OBSTACLES:

Rwy 2: Numerous trees beginning 503' from DER, 146' left of centerline, up to 100' AGL/1039' MSL.

Rwy 20: Numerous trees beginning 544' from DER, 25' right of centerline, up to 200' AGL/1349' MSL.

Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

VOR/DME CXR 112.7 Chan 74	APP CRS 355°	Rwy Idg TDZE Apt Elev N/A N/A 999
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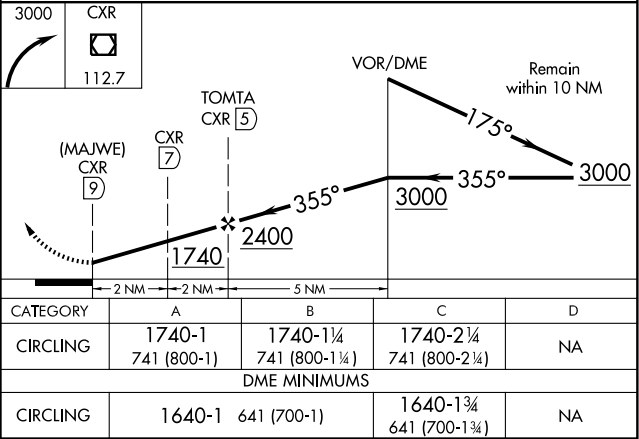
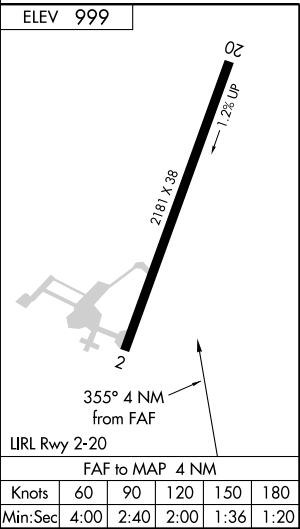
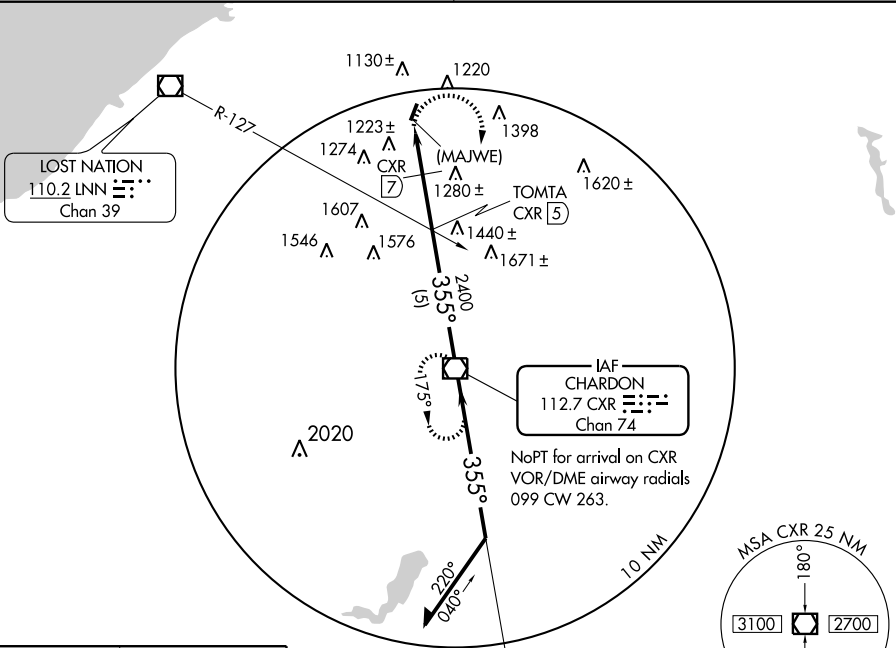
VOR or GPS-A
PAINESVILLE/ CONCORD AIRPARK (2G1)

NA Procedure not authorized at night.
Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CXR
VOR/DME and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
122.8 (CTAF)





ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

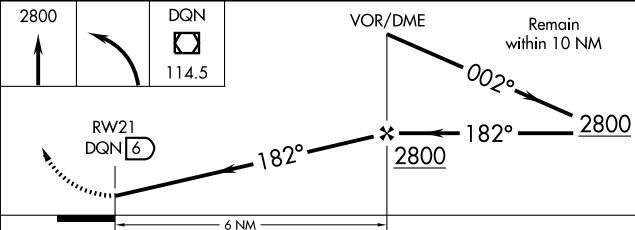
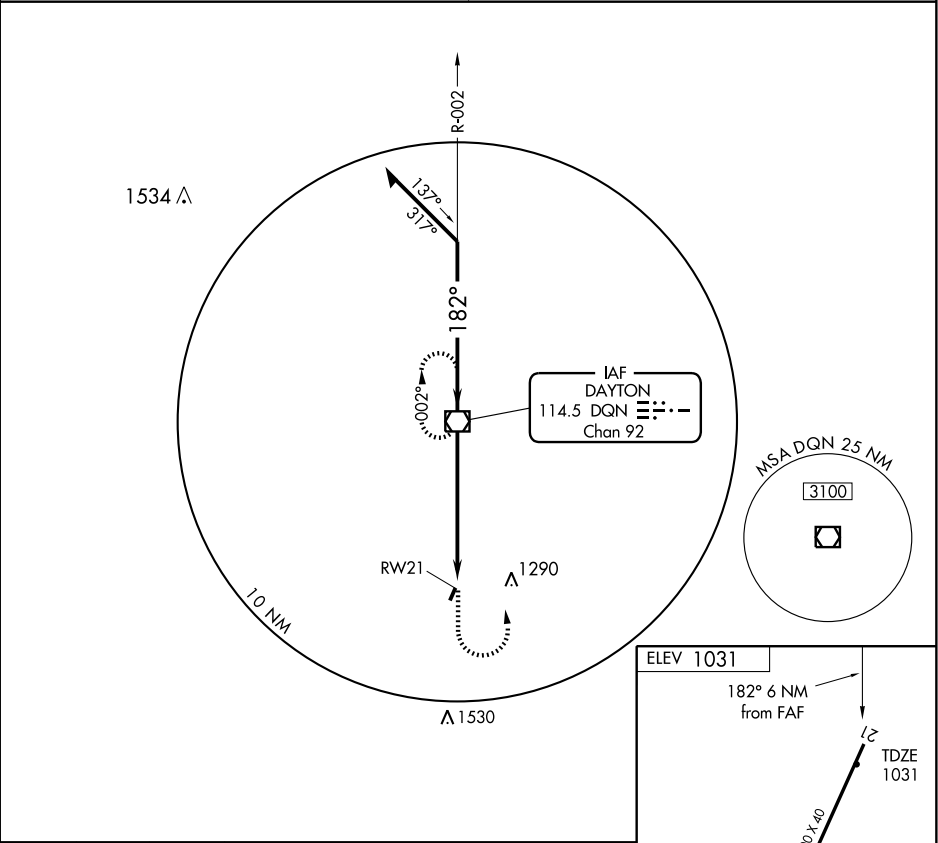
ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

VOR/DME DQN	APP CRS	Rwy Idg	3000
114.5	182°	TDZE	1031
Chan 92		Apt Elev	1031

VOR or GPS RWY 21
PHILLIPSBURG (3I7)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Dayton Intl altimeter setting.</div>	MISSED APPROACH: Climb to 2800 then left turn direct DQN VOR/DME and hold.
DAYTON APP CON 134.45 352.05	UNICOM 122.7 (CTAF)



ELEV 1031	182° 6 NM from FAF	TDZE 1031
3000 x 40		
LIRL Rwy 3-21 REIL Rwy 3 and 21		
FAF to MAP 6 NM		
Knots	60	90 120 150 180
Min:Sec	6:00	4:00 3:00 2:24 2:00

APP CRS 081°	Rwy Idg TDZE Apt Elev	3997 994 994
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RNAV (GPS) RWY 8
PIQUA AIRPORT-HARTZELL FIELD (I17)

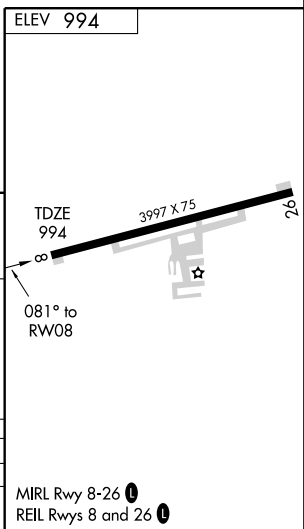
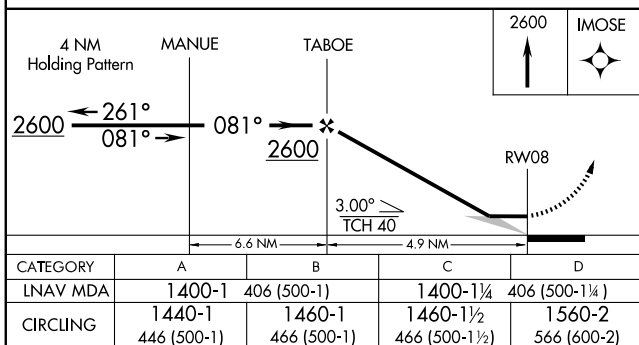
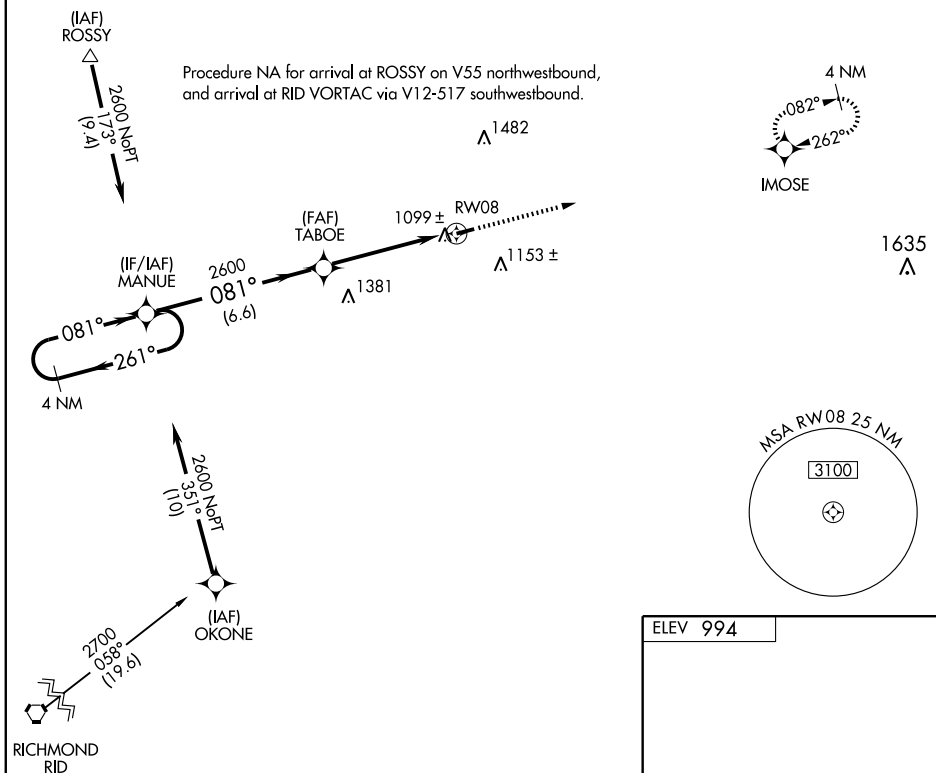
A NA Use James M. Cox Dayton Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct IMOSE WP and hold.

DAYTON APP CON

118.425	134.45	294.5	352.05
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UNICOM
123.0 (CTAF) **L**



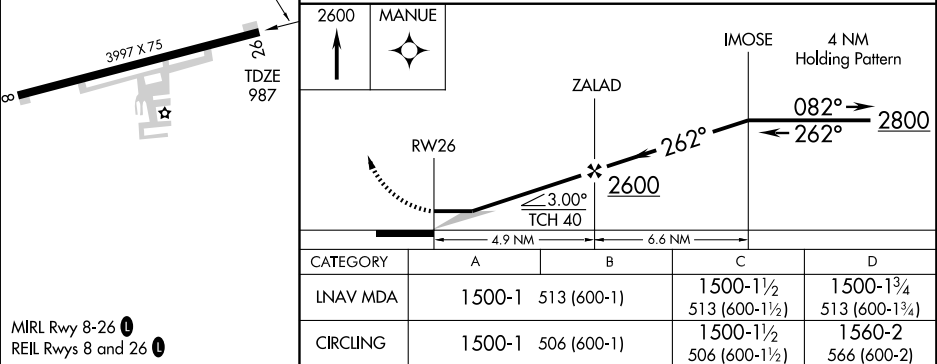
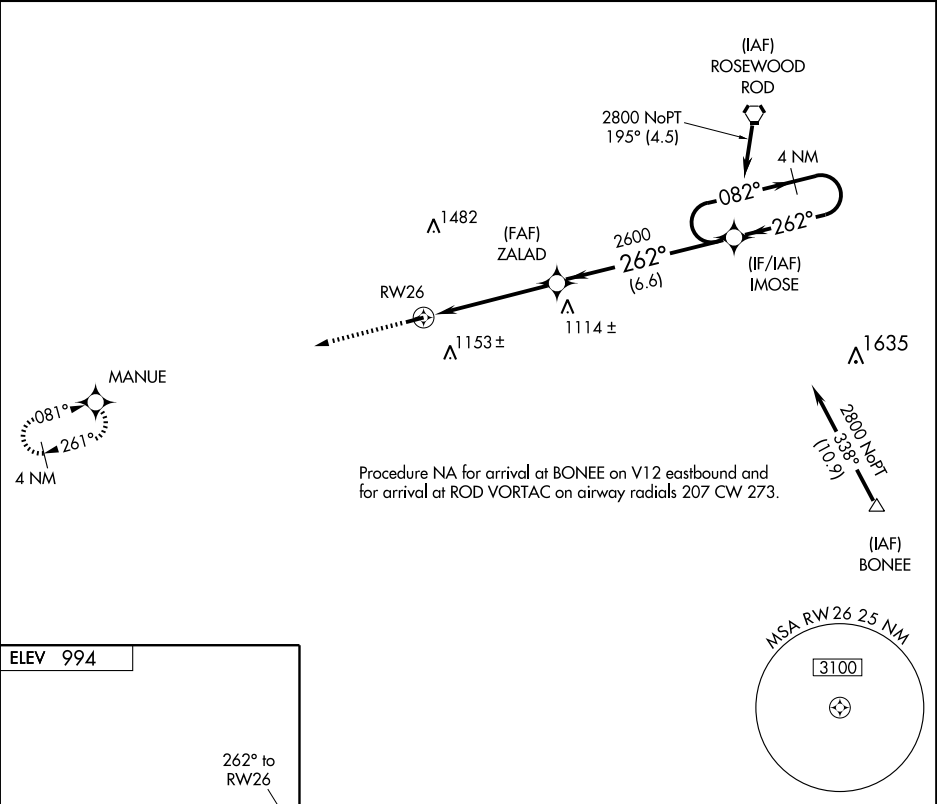
APP CRS	Rwy Idg	3997
262°	TDZE	987
	Apt Elev	994

RNAV (GPS) RWY 26

PIQUA AIRPORT-HARTZELL FIELD (I17)

NA Use James M. Cox Dayton Int'l altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct MANUE WP and hold.
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DAYTON APP CON 118.425 134.45 294.5 352.05	UNICOM 123.0 (CTAF)
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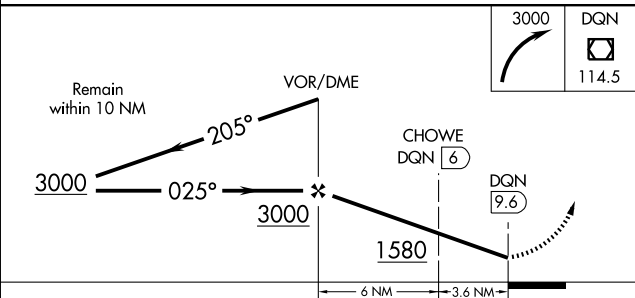
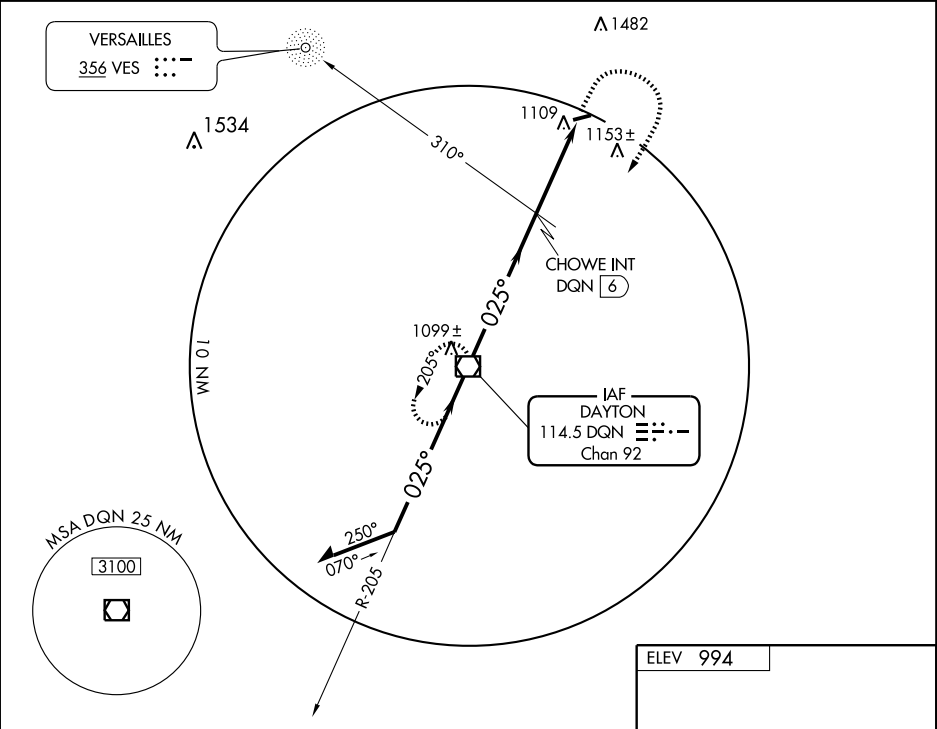
VOR/DME DQN	APP CRS	Rwy Idg TDZE	N/A
114.5	025°	Apt Elev	N/A
Chan 92			994

VOR-A

PIQUA AIRPORT-HARTZELL FIELD (I17)

▲ NA	Use James M. Cox Dayton Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 direct DQN VOR/DME and hold.
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DAYTON APP CON	UNICOM
118.425 134.45 294.5 352.05	123.0 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	1580-1 586 (600-1)	1580-1½ 586 (600-1½)	1580-2 586 (600-2)	
CHOWE FIX MINIMUMS				
CIRCLING	1460-1 466 (500-1)	1460-1½ 466 (500-1½)	1560-2 566 (600-2)	

ELEV 994

3997 X 75

26

8

025° 9.6 NM
from FAF

MIRL Rwy 8-26

REIL Rwy 8 and 26

FAF to MAP 9.6 NM

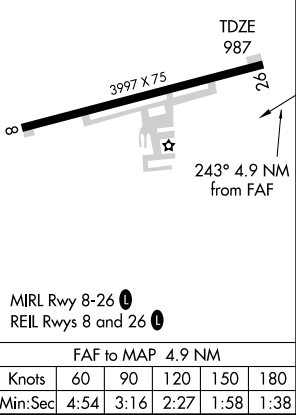
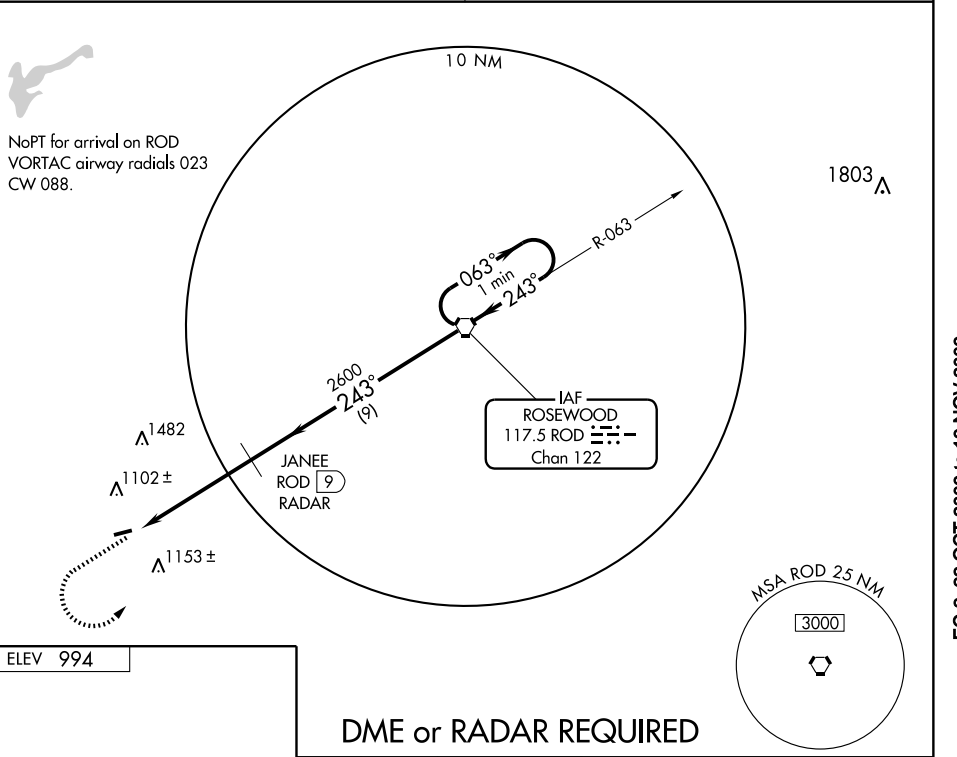
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12





▲ NA

Use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

DAYTON APP CON	UNICOM
118.425 134.45 294.5 352.05	123.0 (CTAF) 



DME or RADAR REQUIRED				
	3000 		ROD  117.5	
			JANEE ROD  RADAR	VORTAC
				One Minute Holding Pattern
			2600	2800
			243°	063°
				243°
			4.9 NM	9 NM
CATEGORY	A	B	C	D
S-26	1500-1	513 (600-1)	1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)
CIRCLING	1500-1	506 (600-1)	1500-1½ 506 (600-1½)	1560-2 565 (600-2)

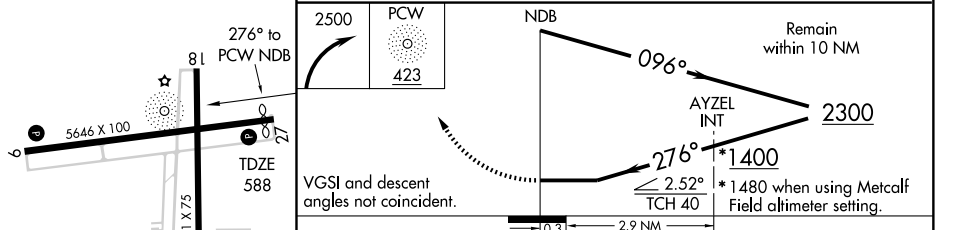
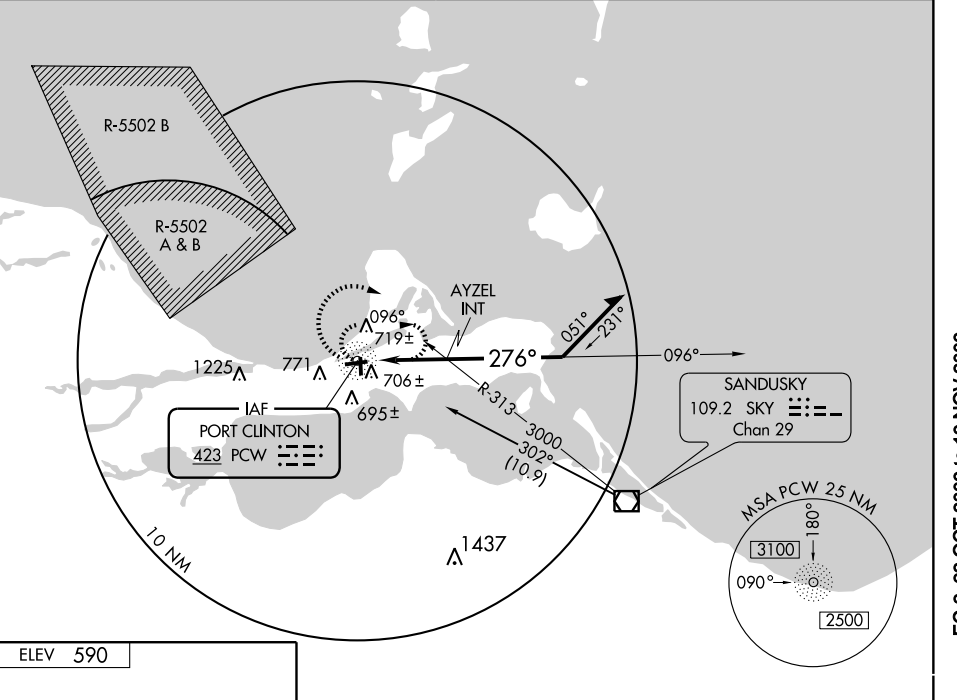
▼

NA

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 in PCW NDB holding pattern.

AWOS-3 118.775	CLEVELAND APP CON 126.35 354.025	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-27	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 810 (900-1)	1400-1¼ 810 (900-1¼)	1400-2½ 810 (900-2½)	1400-2¾ 810 (900-2¾)
AYZEL FIX MINIMUMS				
S-27	1060-1	472 (500-1)	1060-1¼ 472 (500-1¼)	1060-1½ 472 (500-1½)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwy 9-27 and 18-36 1
REIL Rwy 9 and 27 1

APP CRS 090°	Rwy Idg TDZE Apt Elev	5646 590 590
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RNAV (GPS) RWY 9

PORT CLINTON/CARL R. KELLER FIELD (PCW)

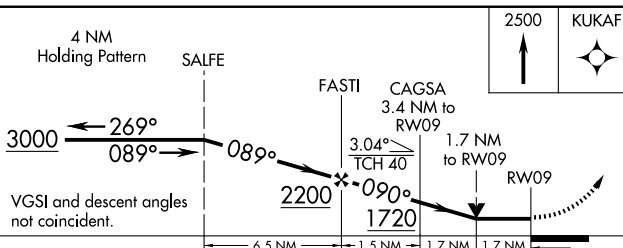
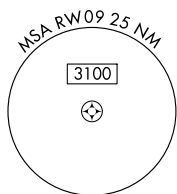
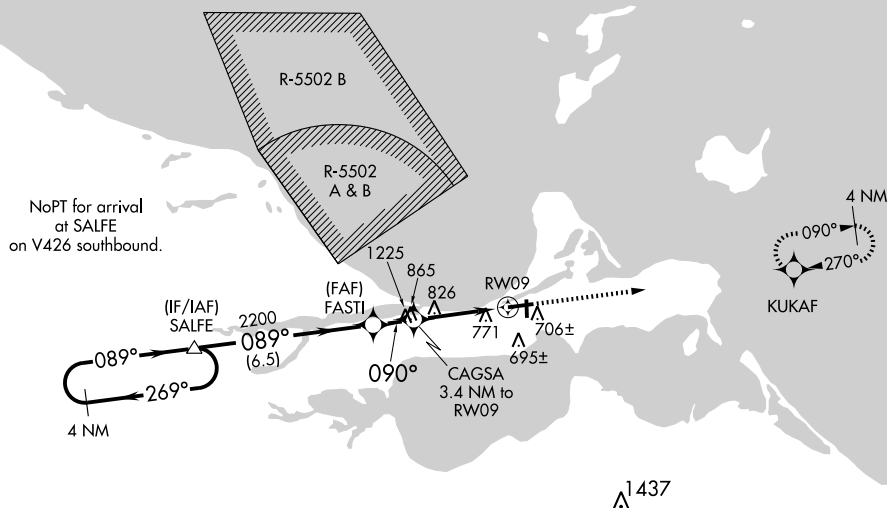
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, increase LNAV visibility Cat C and D $\frac{1}{4}$ mile, and Circling visibility Cat C $\frac{1}{4}$ mile.

A NA VDP NA when using Metcalf Field altimeter setting.

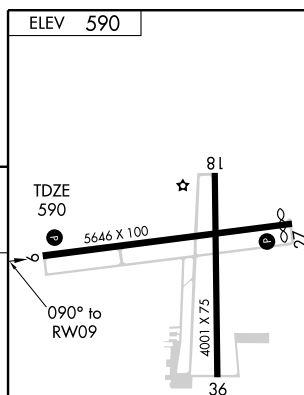
MISSED APPROACH:
Climb to 2500 direct
KUKAF and hold.

AWOS-3
118.775

CLEVELAND APP CON
126.35 354.025

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
RNAV MDA	1140-1	550 (600-1)	1140-1½ 550 (600-½)	1140-1¾ 550 (600-¼)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-½)	1140-2 550 (600-2)



MIRL Rwy 9-27 and 18-36 **L**
REIL Rwy 9 and 27 **L**

WAAS CH 58012 W27A	APP CRS 270°	Rwy Idg 5445 TDZE 588 Apt Elev 590
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RNAV (GPS) RWY 27

PORT CLINTON/CARL R. KELLER FIELD (PCW)

Baro-VNAV NA when using Metcalf Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all DA 69 feet, and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV visibility Cat C and D ½ mile, and Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct MANGS and via track 185° to VASHO and hold, continue climb-in-hold to 3000.

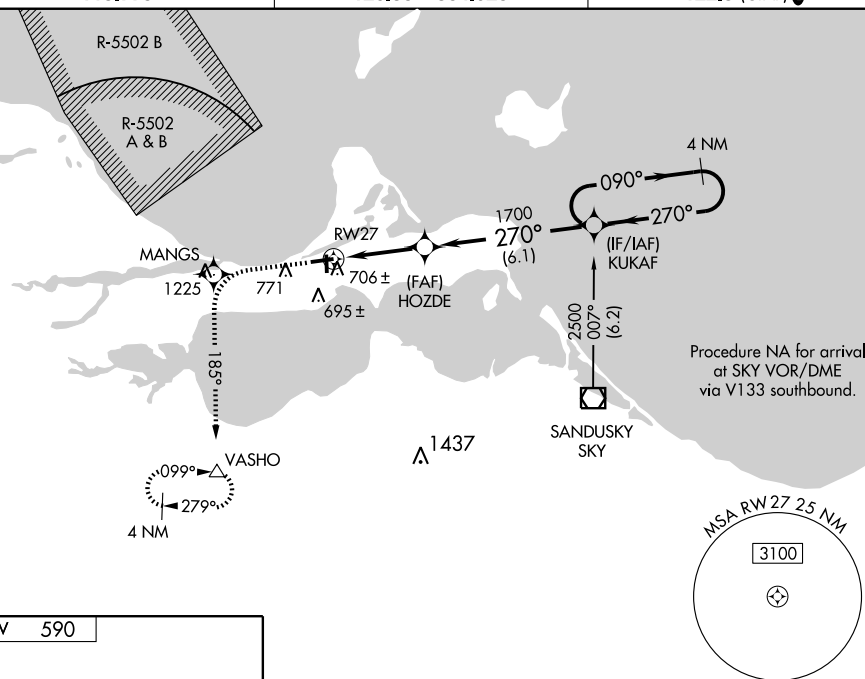
AWOS-3

118.775

CLEVELAND APP CON

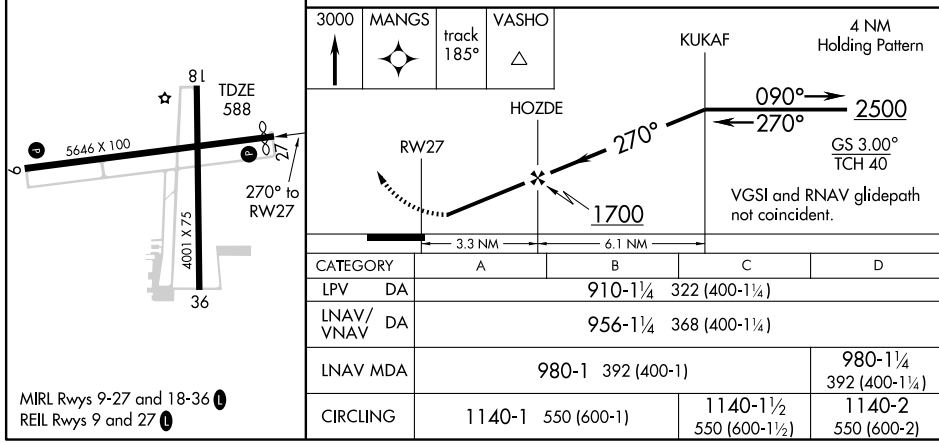
126.35 354.025

UNICOM

122.8 (CTAF) 

EC-2, 22 OCT 2009 to 19 NOV 2009

ELEV 590



VOR/DME-A

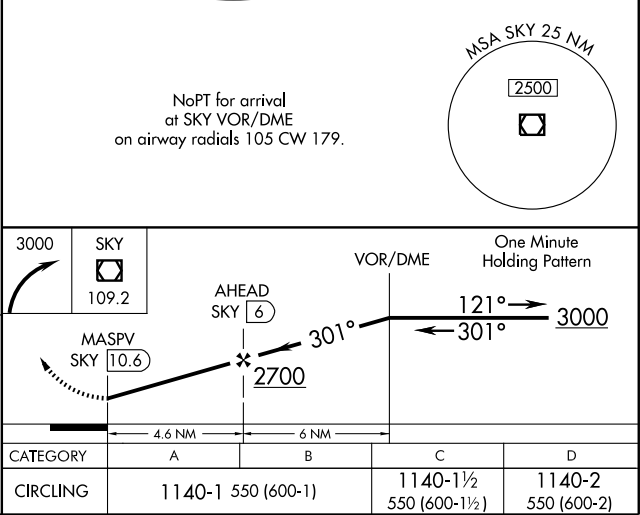
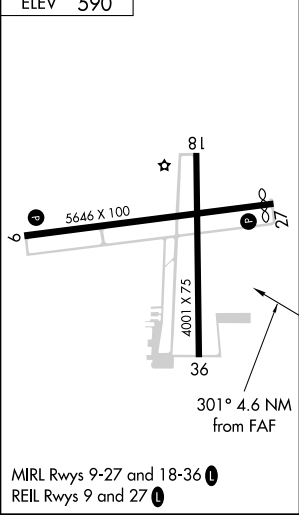
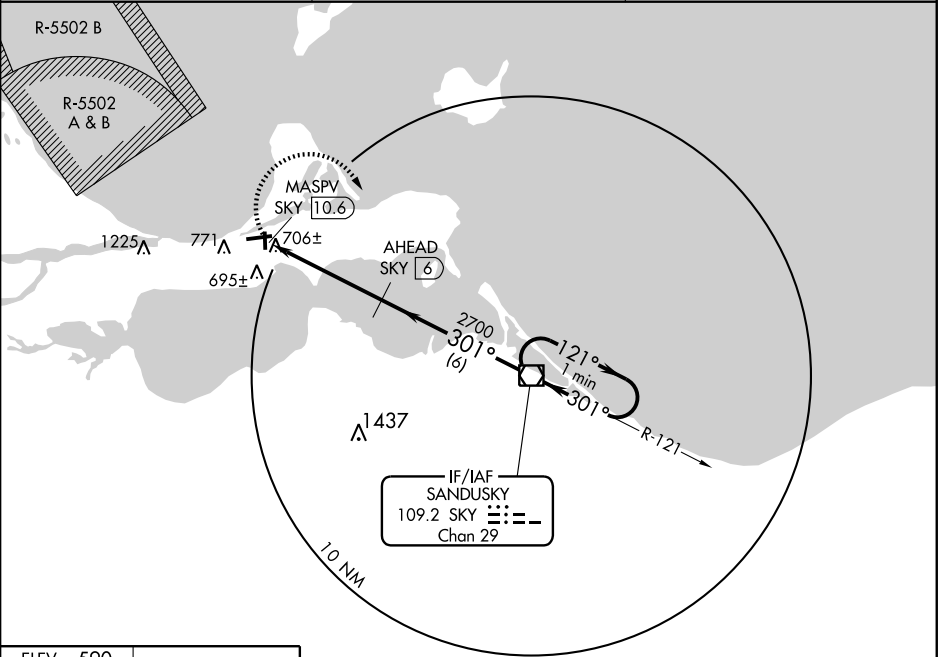
PORT CLINTON/CARL R. KELLER FIELD (PCW)

VOR/DME SKY 109.2 Chan 29	APP CRS 301°	Rwy Idg TDZE Apt Elev	N/A N/A 590
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When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, and visibility Cat C ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct SKY VOR/DME and hold.

AWOS-3 118.775	CLEVELAND APP CON 126.35 354.025	UNICOM 122.8 (CTAF) 0
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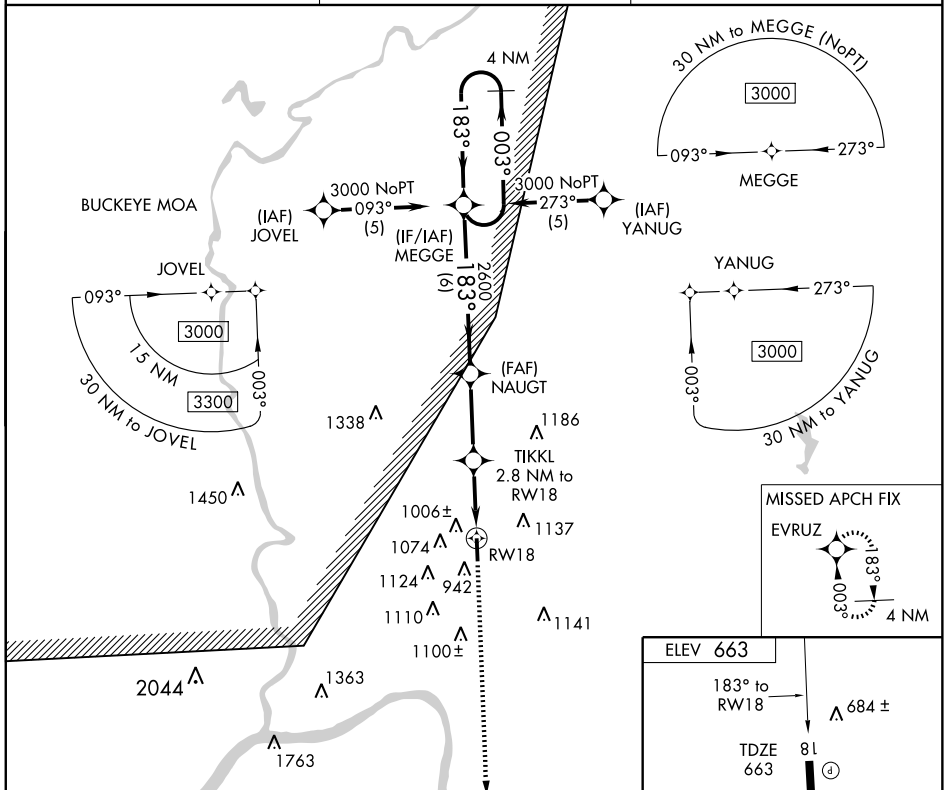


RNAV (GPS) RWY 18

PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

WAAS CH 45907 W18A	APP CRS 183°	Rwy Idg TDZE 663 Apt Elev 663	5001 663 663
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ▲ NA When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat C, D visibility ½ mile and Circling Cat B, D visibility ¼ mile, Cat C visibility ½ mile.			MISSED APPROACH: Climb to 3000 direct EVRUZ and hold.

AWOS-3 125.175	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSi and RNAV glidepath not coincident.		3000	EVRUZ
MEGGE		NAUGHT		TIKKL 2.8 NM to RW18	*LNAV only
3000 ← 003°		183° →		2600	2600
GS 3.00°		TCH 40		6 NM	3.1 NM
CATEGORY		A		B	
LPV DA		1010-1¼		347 (400-1¼)	
LNAV MDA		1260-1 597 (600-1)		1260-1½ 597 (600-1½)	
CIRCLING		1320-1 657 (700-1)		1380-1 717 (800-1)	
				1440-2½ 777 (800-2½)	

REIL Rwy 18 and 36 0

MIRL Rwy 18-36 0

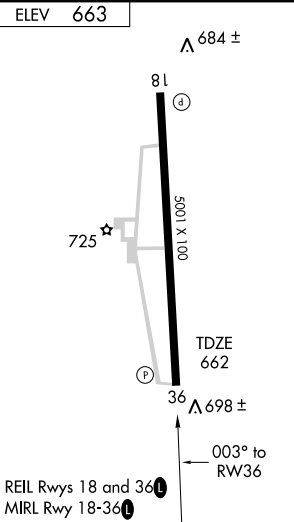
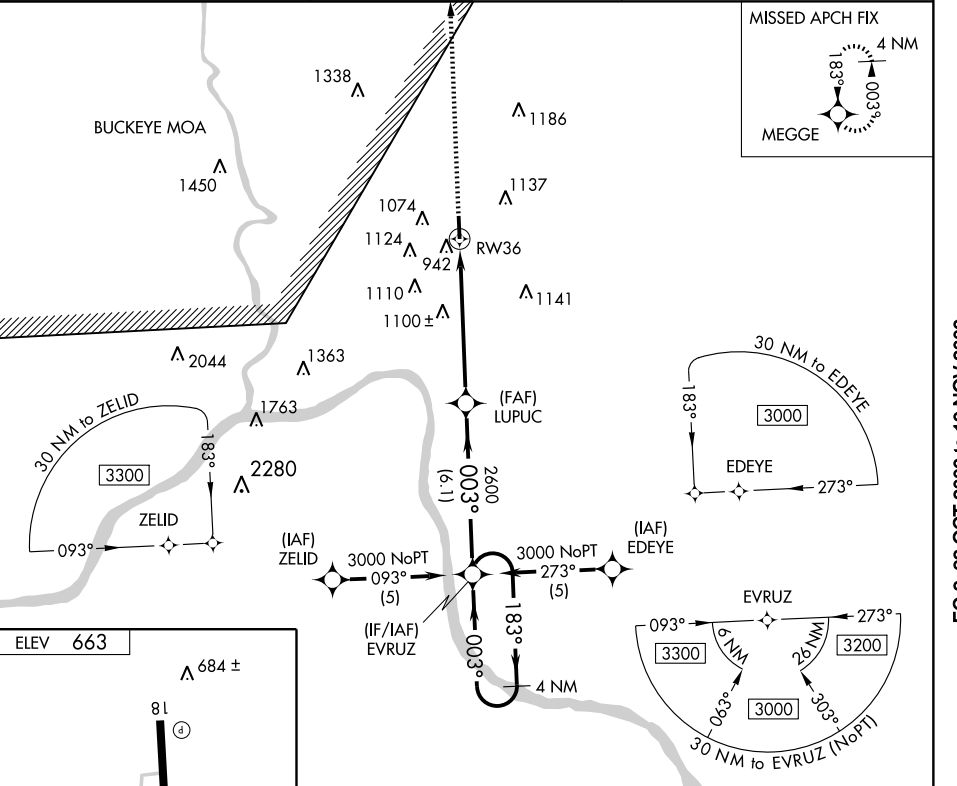
▼

▲ NA

When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat B visibility ¼ mile, Cat C, D visibility ½ mile, and Circling Cat B visibility ¼ mile, Cat C visibility ½ mile and Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct MEGGE and hold.

AWOS-3 125.175	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
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3000 ↑	MEGGE 	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern																					
<table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>LPV DA</td><td colspan="4">912-1 250 (300-1)</td></tr><tr><td>LNAV MDA</td><td colspan="2">1400-1 738 (800-1)</td><td>1400-2 738 (800-2)</td><td>1400-2¼ 738 (800-2¼)</td></tr><tr><td>CIRCLING</td><td colspan="2">1400-1 737 (800-1)</td><td>1400-2 737 (800-2)</td><td>1440-2½ 777 (800-2½)</td></tr></table>					CATEGORY	A	B	C	D	LPV DA	912-1 250 (300-1)				LNAV MDA	1400-1 738 (800-1)		1400-2 738 (800-2)	1400-2¼ 738 (800-2¼)	CIRCLING	1400-1 737 (800-1)		1400-2 737 (800-2)	1440-2½ 777 (800-2½)
CATEGORY	A	B	C	D																				
LPV DA	912-1 250 (300-1)																							
LNAV MDA	1400-1 738 (800-1)		1400-2 738 (800-2)	1400-2¼ 738 (800-2¼)																				
CIRCLING	1400-1 737 (800-1)		1400-2 737 (800-2)	1440-2½ 777 (800-2½)																				

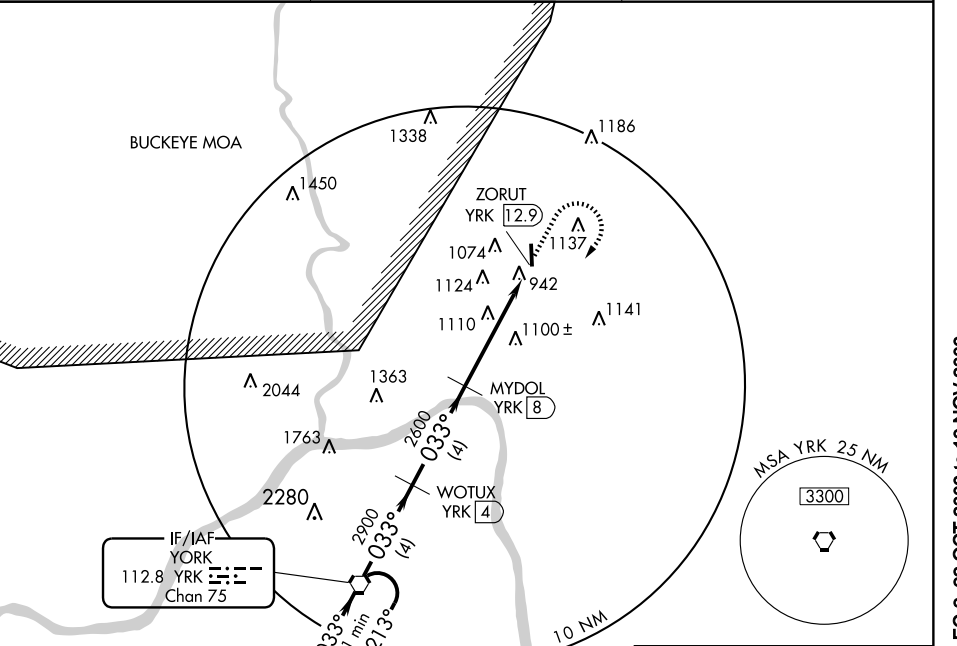
▼

When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 100 feet and increase Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

▲ NA

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct YRK VORTAC and hold.

AWOS-3 125.175	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.8 (CTAF) 0
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NoPT for arrivals on YRK VORTAC
airway radials 246 CW 291.

One Minute Holding Pattern			
<div> <div>3300</div> <div>← 213°</div> <div>033° →</div> <div>033°</div> </div>			
<div> <div>VORTAC</div> <div>WOTUX YRK (4)</div> <div>MYDOL YRK (8)</div> <div>ZORUT YRK (12.9)</div> </div>			
<div> <div>3000</div> <div>3300</div> <div>YRK 112.8</div> </div>			
<div> <div>4 NM</div> <div>4 NM</div> <div>4.9 NM</div> </div>			
CATEGORY	A	B	C
CIRCLING	1380-1 717 (800-1)	1380-2 717 (800-2)	1440-2½ 777 (800-2½)

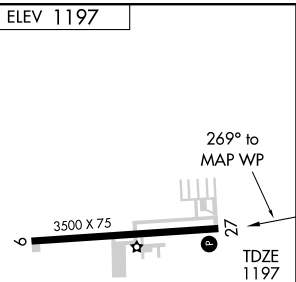
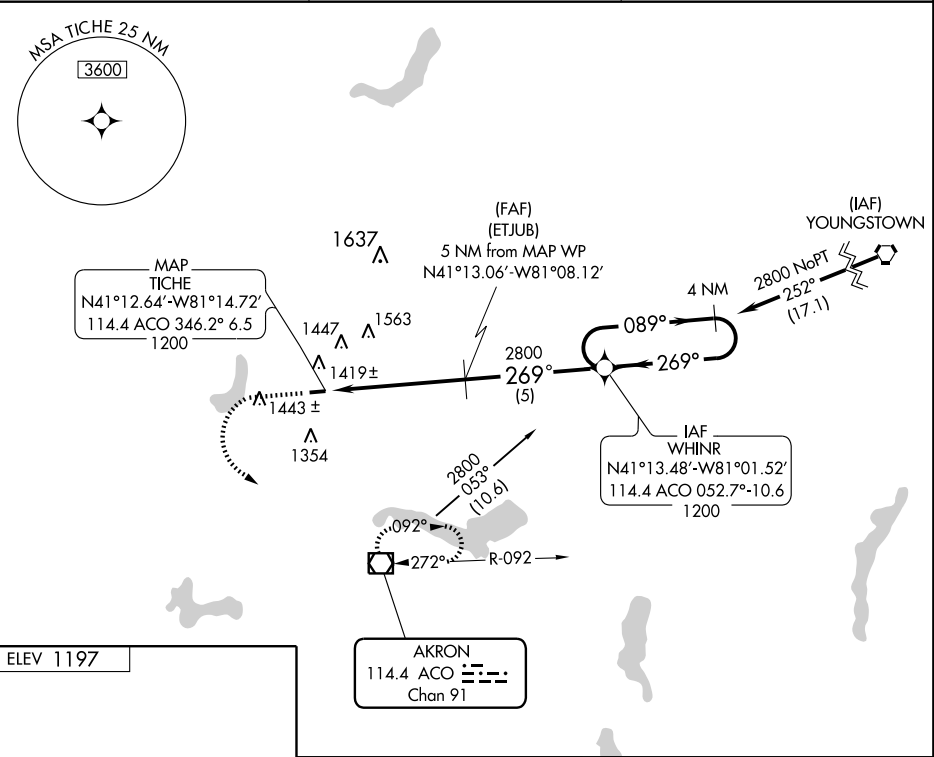
VOR/DME ACO	APP CRS	Rwy Idg	3500
114.4	269°	TDZE	1197
Chan 91		Apt Elev	1197

VOR/DME RNAV or GPS RWY 27

RAVENNA/ PORTAGE COUNTY (29G)

▲ NA Use Akron-Canton alimeter setting.	MISSED APPROACH: Climb to 2800 then left turn direct ACO VOR/DME and hold.
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AKRON-CANTON APP CON ★ 118.6 371.875	CLNC DEL 125.65	UNICOM 123.05 (CTAF) 0
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2800	ACO 114.4	(ETJUB) 5 NM from MAP WP	WHINR WP	4 NM Holding Pattern
2800	TICHE MAP WP	2800	089° 269°	2800
5 NM 5 NM				
CATEGORY	A	B	C	D
S-27	1760-1 563 (600-1)		1760-1½ 563 (600-1½)	NA
CIRCLING	1800-1 603 (700-1)		1800-1¾ 603 (700-1¾)	NA

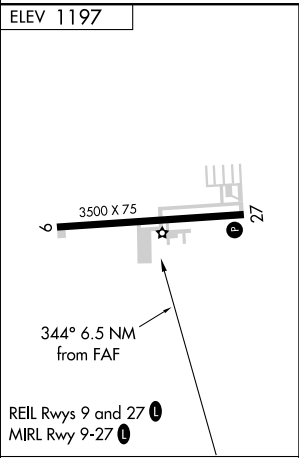
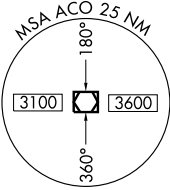
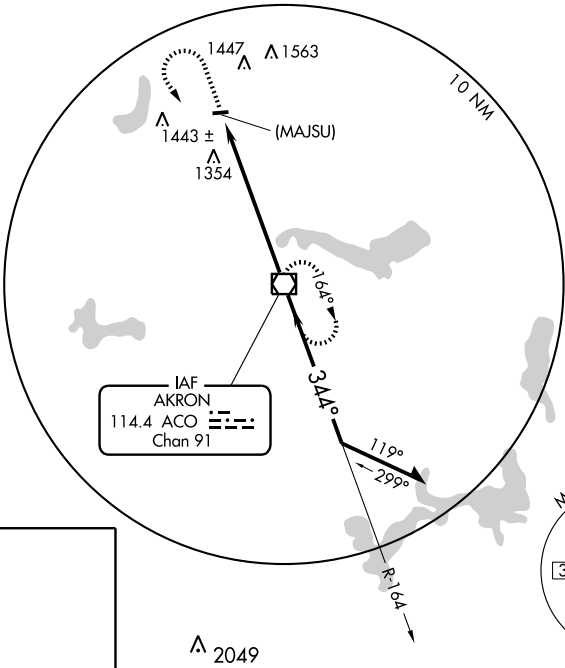
REIL Rwy 9 and 27 0
MIRL Rwy 9-27 0

VOR/DME ACO 114.4 Chan 91	APP CRS 344°	Rwy Idg TDZE Apt Elev N/A 1197
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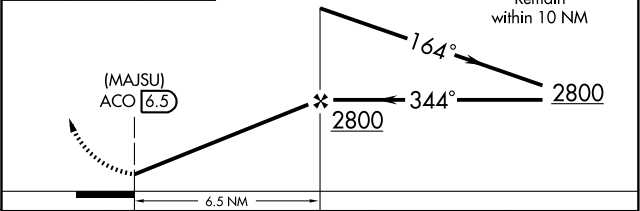
VOR or GPS-A
RAVENNA/ PORTAGE COUNTY (29G)

▲ NA Use Akron-Canton altimeter setting.	MISSED APPROACH: Climb to 2800, then left turn direct ACO VOR/DME and hold.
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AKRON-CANTON APP CON ★ 118.6 371.875	CLNC DEL 125.65	UNICOM 123.05 (CTAF) 0
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2800	ACO 114.4
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FAF to MAP 6.5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1800-1	603 (700-1)	1800-1¾ 603 (700-1¾)	NA
Min:Sec	6:30	4:20	3:15	2:36	2:10					

VOR/DME ACO	APP CRS	Rwy Idg	N/A
114.4	126°	TDZE	N/A
Chan 91		Apt Elev	1162

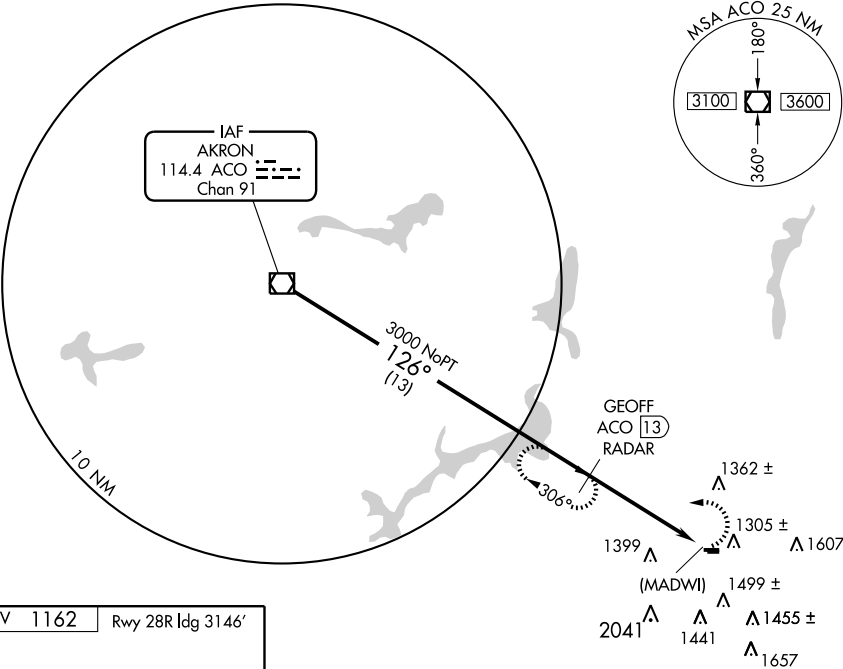
VOR or GPS-A
SALEM AIRPARK INC (38D)

Obtain local altimeter on CTAF, when not received, use Youngstown altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via ACO R-126 to GEOFF and hold.

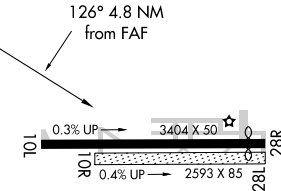
AKRON-CANTON APP CON *
125.5 371.875

UNICOM
122.7 (CTAF)



ELEV 1162 Rwy 28R Idg 3146'

DME or RADAR REQUIRED



<p>VOR/DME</p> <p>3000</p> <p>Procedure Turn NA</p>		<p>126°</p>		<p>3000</p> <p>GEOFF ACO 13 RADAR</p>		<p>3000</p> <p>ACO R-126</p>		<p>GEOFF INT</p>	
				<p>13 NM</p>		<p>4.8 NM</p>			
CATEGORY		A		B		C		D	
CIRCLING		1680-1		518 (600-1)		1720-1½ 558 (600-1½)		NA	
YOUNGSTOWN ALTIMETER SETTING MINIMUMS									
CIRCLING		1740-1		578 (600-1)		1780-1¾ 618 (700-1¾)		NA	

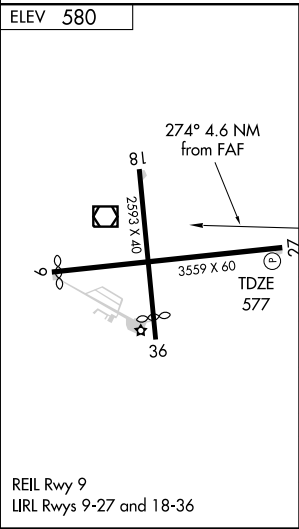
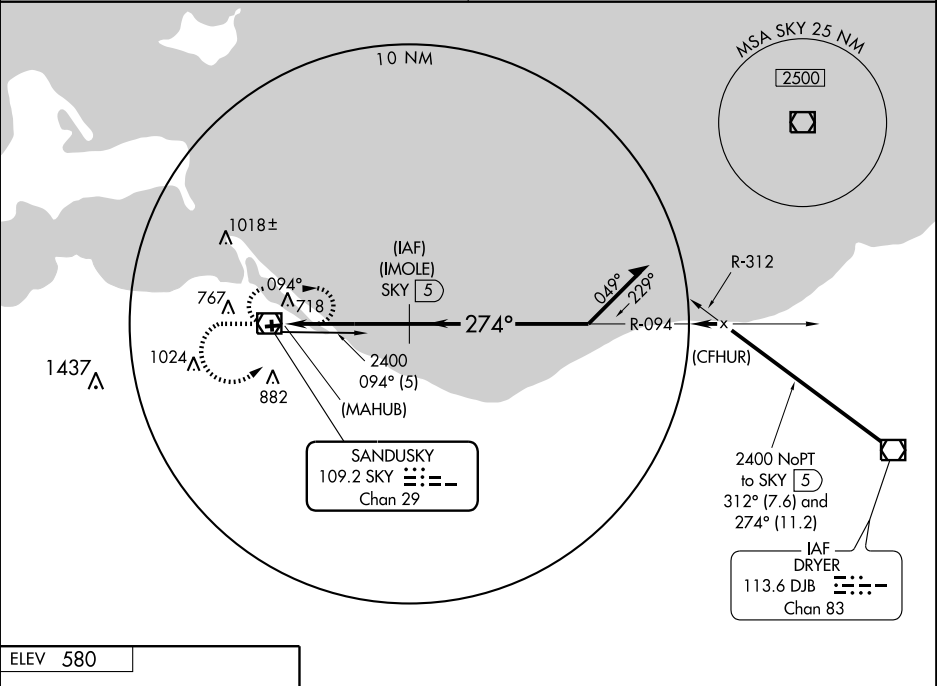
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

VOR/DME SKY	APP CRS	Rwy Idg	3559
109.2	274°	TDZE	577
Chan 29		Apt Elev	580

VOR/DME or GPS RWY 27

SANDUSKY/ GRIFFING SANDUSKY (SKY)

Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.	MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.
CLEVELAND APP CON 126.35 354.025	UNICOM 123.0 (CTAF)



3000	SKY [5] 109.2	(IMOLE) SKY [5]	094°	274°	2400	Remain within 10 NM
(MAHUB) SKY [0.5]	274°	2400	0.1	4.5 NM		
CATEGORY	A	B	C	D	CLEVELAND HOPKINS ALTIMETER SETTING MINIMUMS	
S-27	1020-1	443 (500-1)	1020-1½ 443 (500-1½)	NA		
CIRCLING	1020-1 440 (500-1)	1160-1 580 (600-1)	1160-1½ 580 (600-1½)	NA		
S-27	1140-1	563 (600-1)	1140-1½ 563 (600-1½)	NA		
CIRCLING	1140-1 560 (600-1)	1260-1 680 (700-1)	1260-2 680 (700-2)	NA		

VOR RWY 27

SANDUSKY/ GRIFFING SANDUSKY (SKY)

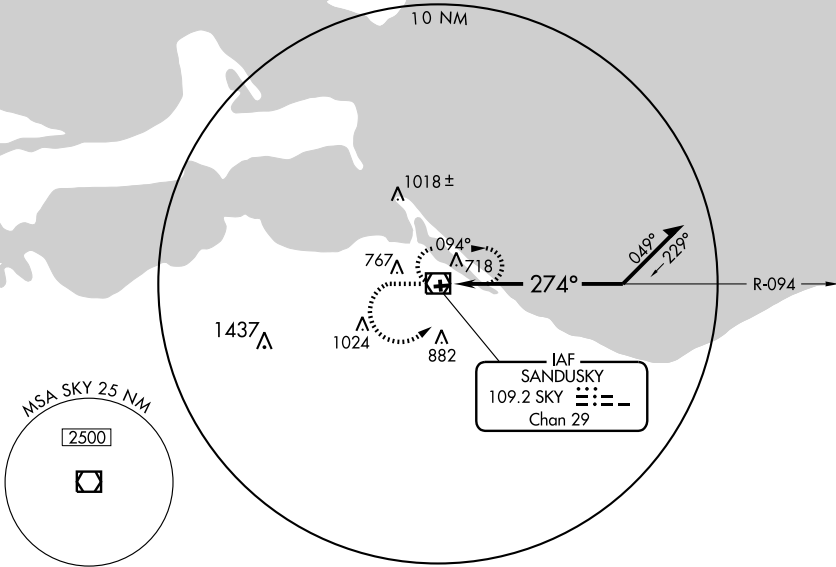
VOR/DME SKY	APP CRS	Rwy Idg	3559
109.2	274°	TDZE	577
Chan 29		Apt Elev	580

Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.

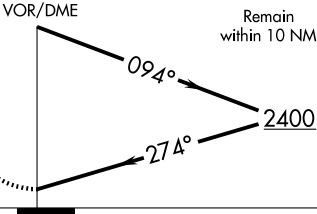
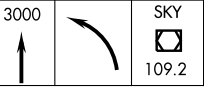
MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.

CLEVELAND APP CON
126.35 354.025

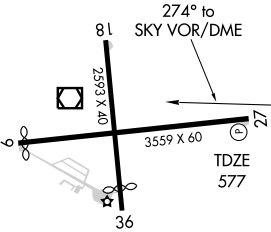
UNICOM
123.0 (CTAF)



ELEV 580



CATEGORY	A	B	C	D
S-27	1080-1	503 (500-1)	1080-1½ 503 (500-1½)	NA
CIRCLING	1080-1 500 (500-1)	1160-1 580 (600-1)	1160-1½ 580 (600-1½)	NA
CLEVELAND HOPKINS ALTIMETER SETTING MINIMUMS				
S-27	1200-1	623 (700-1)	1200-1¾ 623 (700-1¾)	NA
CIRCLING	1200-1 620 (700-1)	1260-1 680 (700-1)	1260-2 680 (700-2)	NA



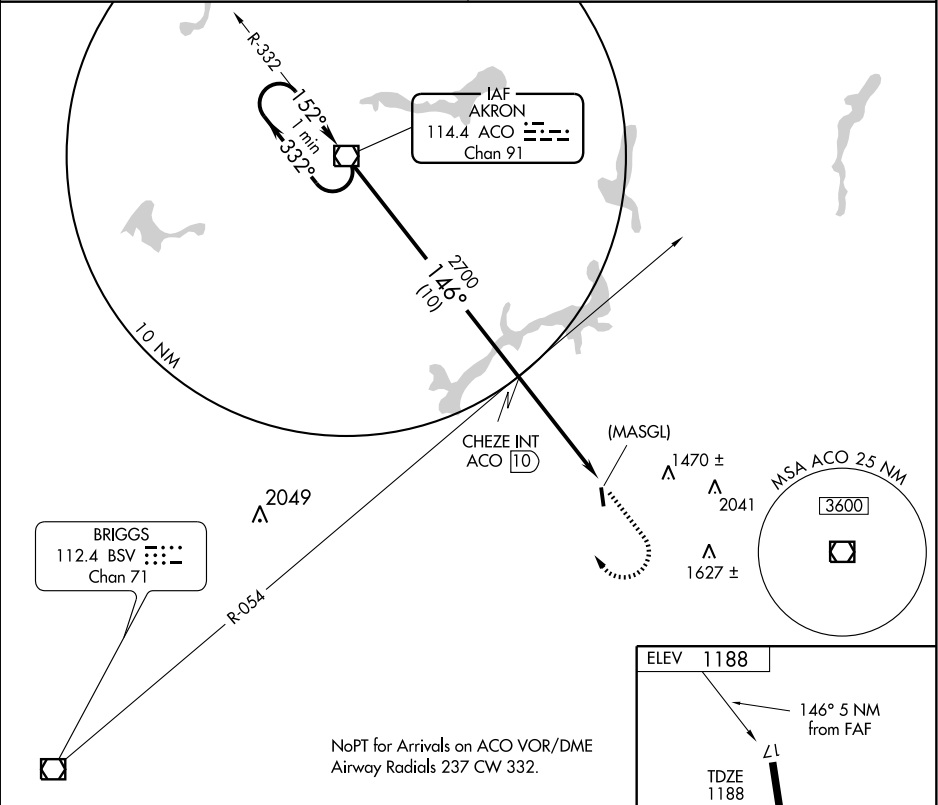
REIL Rwy 9
LIRL Rwy 9-27 and 18-36

VOR/DME ACO	APP CRS	Rwy Idg	2768
114.4	146°	TDZE	1188
Chan 91		Apt Elev	1188

VOR or GPS RWY 17

SEBRING/ TRI-CITY (3G6)

<div><div><div></div><div>NA</div></div><div>Use Akron-Canton altimeter setting.</div></div>	MISSED APPROACH: Climb to 3000 then right turn direct ACO VOR/DME and hold.
AKRON-CANTON APP CON ★ 125.5 371.875	CTAF 122.9 0



One Minute Holding Pattern		VOR/DME		3000	ACO
3000		332°		152°	114.4
		146°		CHEZE INT ACO 10	(MASGL) ACO 15
		2700		2.79°	TCH 40
		10 NM		5 NM	
CATEGORY	A	B	C	D	
S-17	1640-1	452 (500-1)	1640-1¼ 452 (500-1¼)	NA	
CIRCLING	1680-1 492 (500-1)	1700-1 512 (600-1)	1700-1½ 512 (600-1½)	NA	

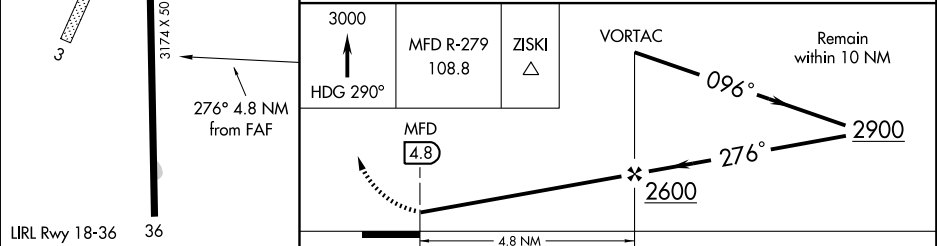
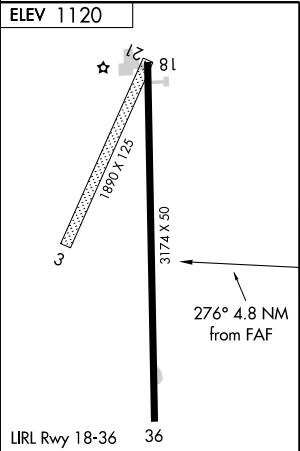
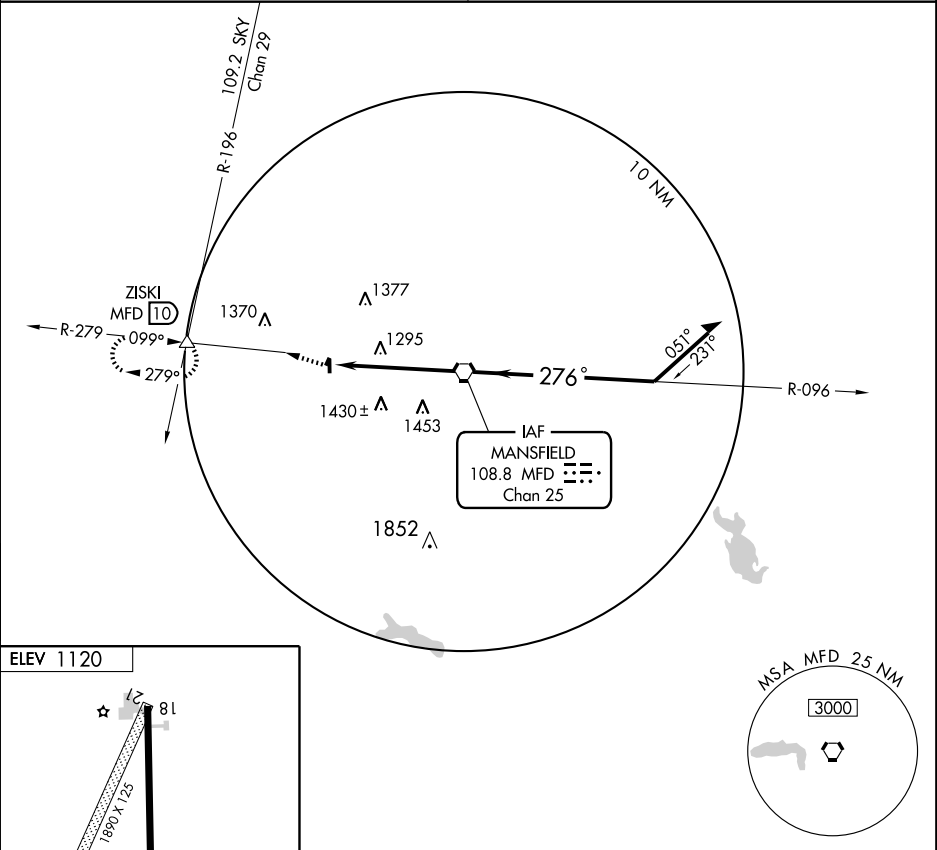
ELEV 1188	146° 5 NM from FAF
TDZE 1188	2768 X 45
	35
MIRL Rwy 17-35 0 ★	
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40

VORTAC MFD	APP CRS	Rwy Idg	N/A
108.8	276°	TDZE	N/A
Chan 25		Apt Elev	1120

VOR-A

SHELBY COMMUNITY (12G)

<div><div>▼</div><div>NA</div></div> <div>Use Mansfield altimeter setting.</div>	MISSED APPROACH: Climb to 3000 via heading 290° and MFD R-279 to ZISKI Int/MFD 10 DME and hold.
MANSFIELD APP CON ★ 124.2 390.8	UNICOM 122.8 (CTAF)



FAF to MAP 4.8 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1640-1	520 (600-1)	1640-1½ 520 (600-1½)	NA
Min:Sec	4:48	3:12	2:24	1:55	1:36					

VORTAC ROD	APP CRS	Rwy Idg	4785
117.5	279°	TDZE	1045
Chan 122		Apt Elev	1045

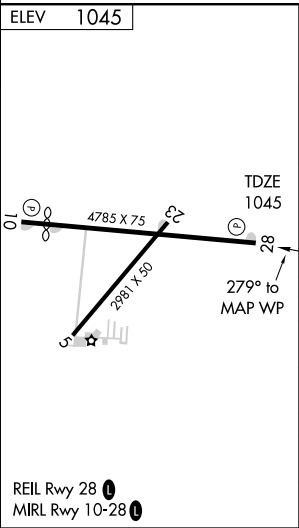
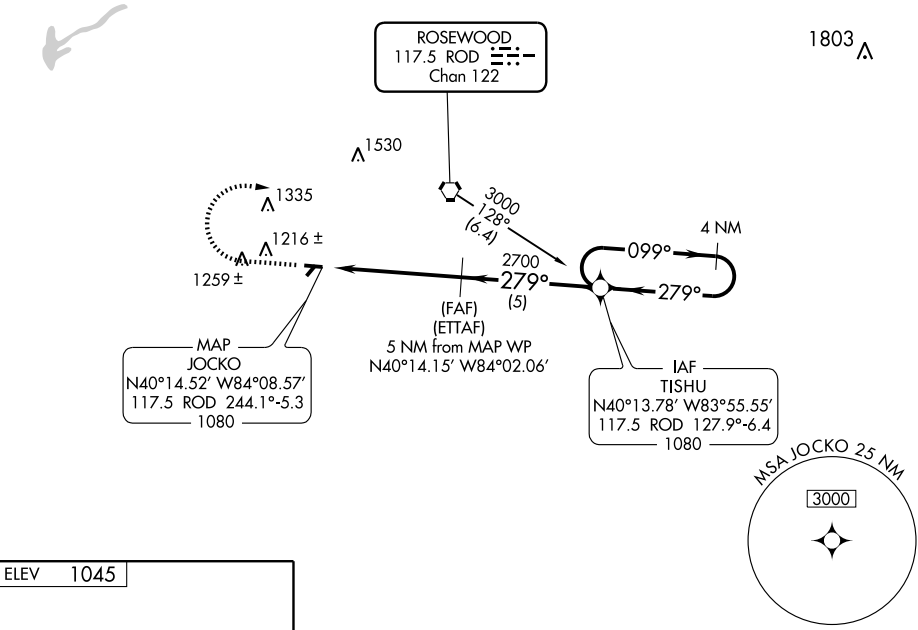
VOR/DME RNAV or GPS RWY 28

SIDNEY MUNI (I12)

Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct TISHU WP and hold.

AWOS-3	DAYTON APP CON	UNICOM
120.425	118.425 294.5	123.05 (CTAF)



	3000	TISHU	(ETAF) 5 NM from MAP WP	TISHU WP	4 NM Holding Pattern
			2700		099° → 2700 ← 279°
			5 NM	5 NM	
CATEGORY	A	B	C	D	
S-28	1480-1	435 (500-1)	1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)	
CIRCLING	1500-1 455 (500-1)	1520-1 475 (500-1)	1540-1½ 495 (500-1½)	1600-2 555 (600-2)	
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS					
S-28	1540-1	495 (500-1)	1540-1¼ 495 (500-1¼)	1540-1½ 495 (500-1½)	
CIRCLING	1540-1 495 (500-1)	1580-1 535 (600-1)	1580-1½ 535 (600-1½)	1660-2 615 (700-2)	

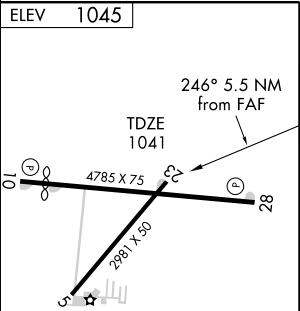
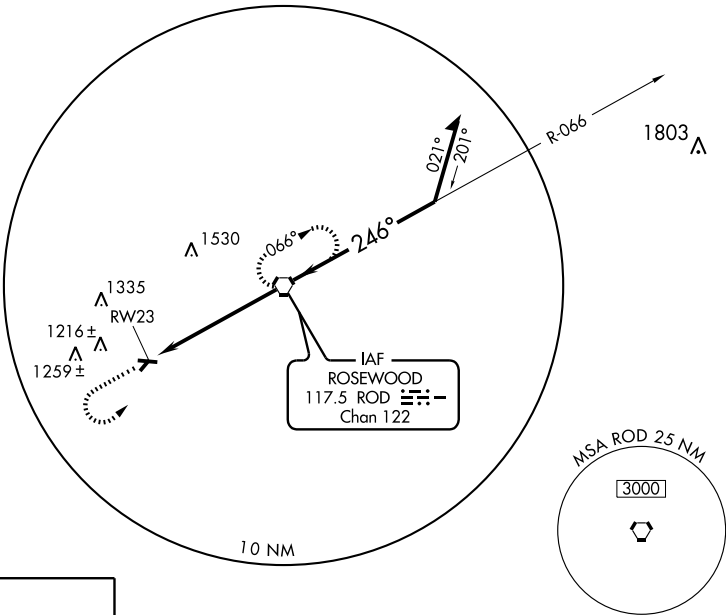
VORTAC ROD	APP CRS	Rwy Idg	2981
117.5	246°	TDZE	1041
Chan 122		Apt Elev	1045

VOR or GPS RWY 23
SIDNEY MUNI (I12)

Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.




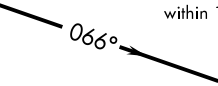
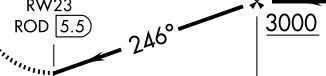


MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

AWOS-3 120.425	DAYTON APP CON 118.425 294.5	UNICOM 123.05 (CTAF)
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REIL Rwy 28
MIRL Rwy 10-28

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

3000			ROD  117.5	VORTAC		Remain within 10 NM
			RW23 ROD <u>5.5</u>			3000
						
CATEGORY	A		B		C	D
S-23	1480-1 439 (500-1)		1480-1¼ 439 (500-1¼)		1480-1½ 439 (500-1½)	
CIRCLING	1500-1 455 (500-1)		1520-1 475 (500-1)		1540-1½ 495 (500-1½)	1600-2 555 (600-2)
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS						
S-23	1520-1 479 (500-1)		1520-1¼ 479 (500-1¼)		1520-1½ 479 (500-1½)	
CIRCLING	1540-1 495 (500-1)		1580-1 535 (600-1)		1580-1½ 535 (600-1½)	1660-2 615 (700-2)

AIRPORT DIAGRAM

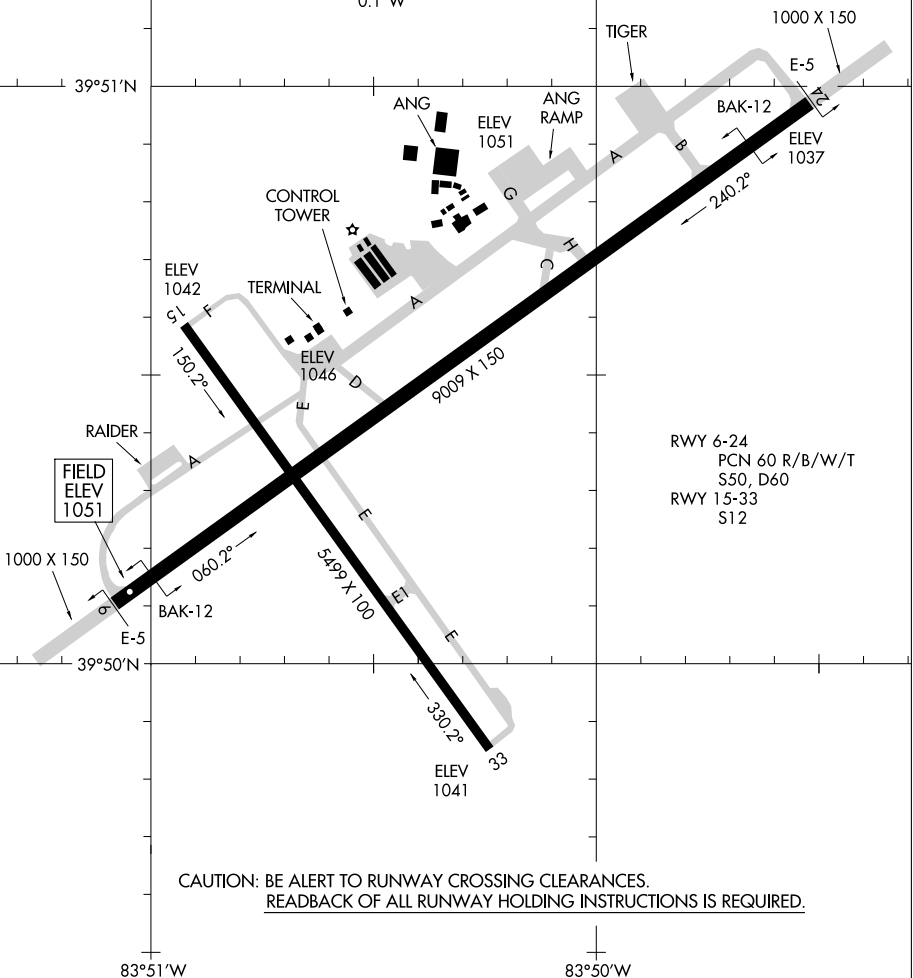
AL-958 (FAA)

SPRINGFIELD-BECKLEY MUNI (SGH)
SPRINGFIELD, OHIO

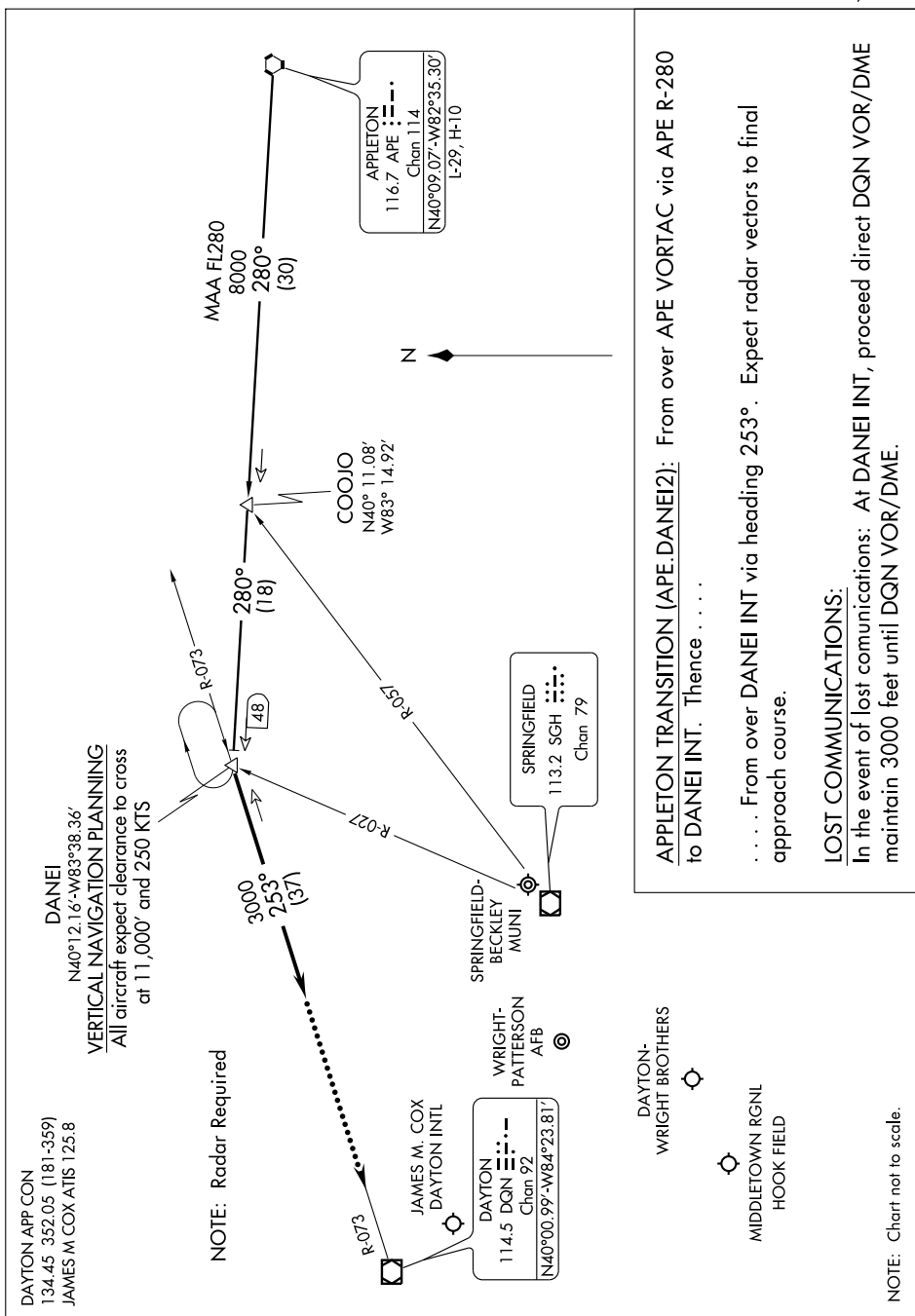
ASOS
134.975
ATIS
257.875
SPRINGFIELD TOWER ★
120.7 291.775
GND CON
121.7 225.4


D

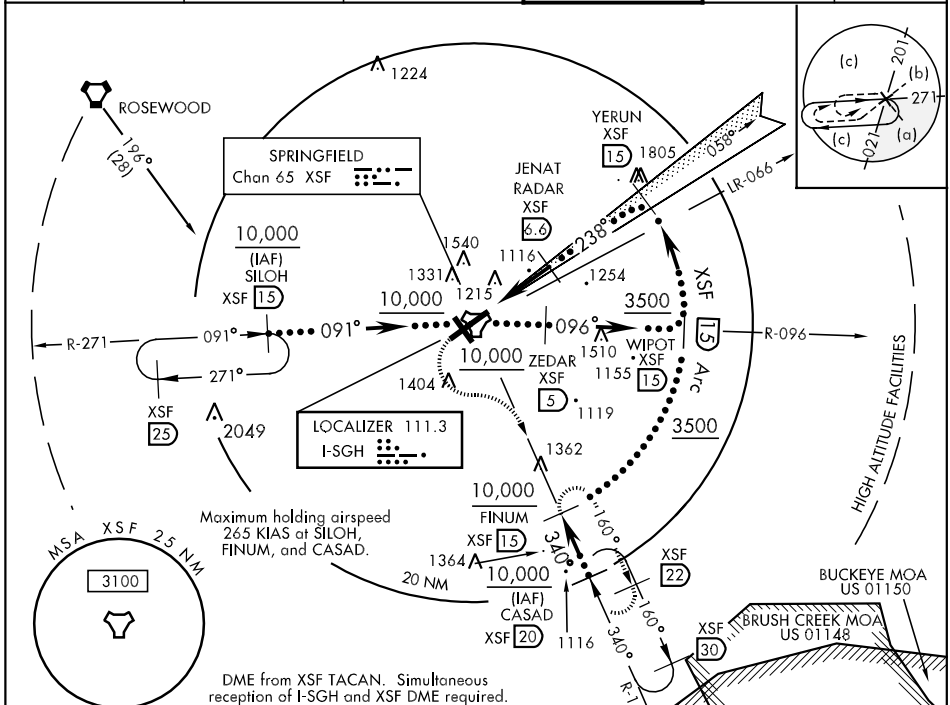
VAR 3.8° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W



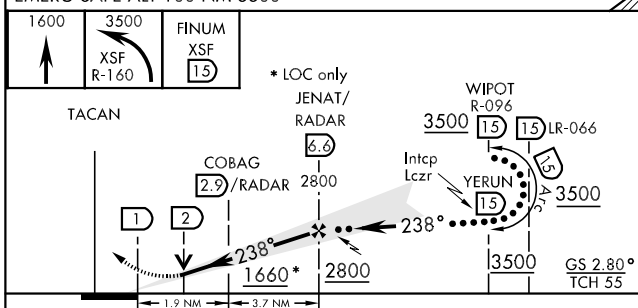
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



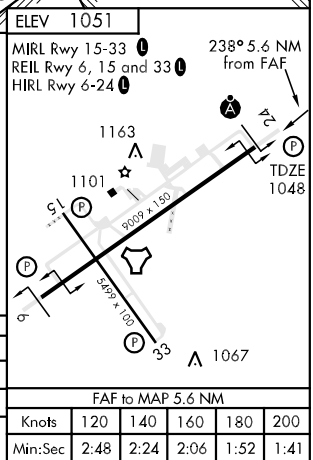
LOC I-SGH 111.3	APCH CRS 238°	Rwy Idg 9009 TDZE 1048 Arpt Elev 1051	JAL-958 [USAF]	SPRINGFIELD-BECKLEY MUNI (KSGH)		
T ** When ALS/SSALR inop, increase CAT CDE vis to ¾ mile. *** When ALS/SSALR inop, increase CAT C vis to 1 mile, CAT DE vis to 1 ¼ miles.			ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.		
ATIS 257.875	ASOS 134.975	DAYTON APP CON 118.85 269.275	SPRINGFIELD TOWER ★ 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95	



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-ILS 24 **	1248-½	200	(200-½)
S-LOC 24***	1420-¾	372	(400-¾)
CIRCLING	1520-1½	1620-2	1900-3
	469 (500-1½)	569 (600-2)	849 (900-3)



TACAN XSF Chan 65	APCH CRS 066°	Rwy Idg TDZE 1051 Arpt Elev 1051
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JAL-958 [USAF]

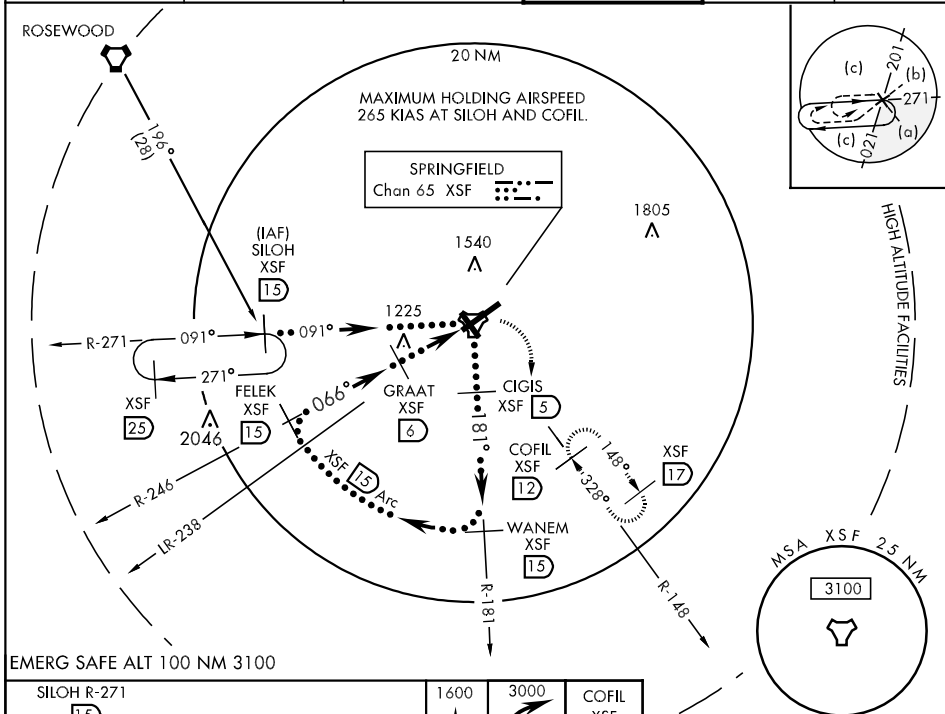
SPRINGFIELD-BECKLEY MUNI (KSGH)



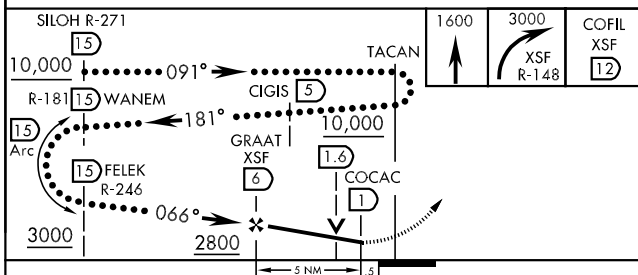
MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 via XSF TACAN R-148 to COFIL (XSF 12 DME) and hold.

When control tower closed, use Wright-Patterson AFB altimeter setting.

ATIS 257.875	ASOS 134.975	DAYTON APP CON 118.85 269.275	SPRINGFIELD TOWER ★ 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95
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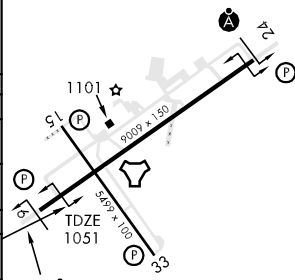
EMERG SAFE ALT 100 NM 3100



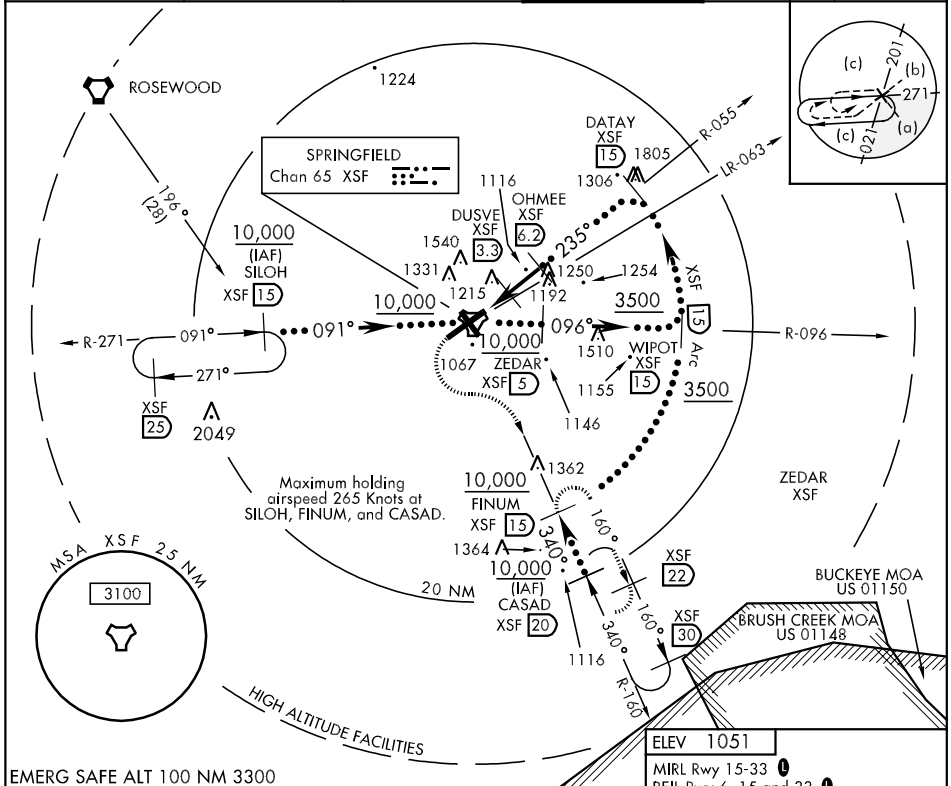
ELEV 1051

MIRL Rwy 15-33
REIL Rwy 6, 15 and 33
HIRL Rwy 6-24

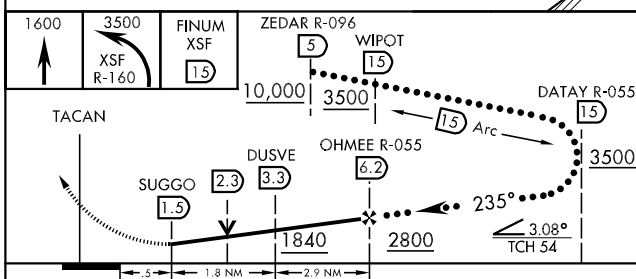
CATEGORY	C	D	E
S-6	1440-1 429 (500-1)	1440-1½	429 (500-1½)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)
WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS			
S-6	1500-1½ 449 (500-1½)	1500-1½	449 (500-1½)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1960-3 909 (1000-3)



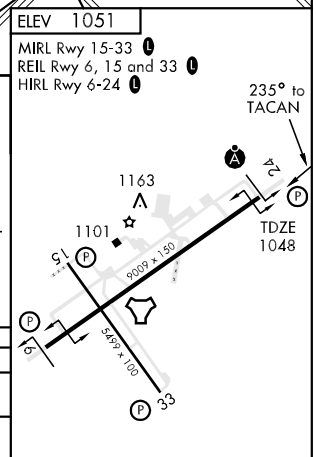
TACAN XSF Chan 65	APCH CRS 235°	Rwy Idg 9009 TDZE 1048 Arprt Elev 1051	JAL-958 [USAF]	SPRINGFIELD-BECKLEY MUNI (KSGH)		
V * When ALS/SSALR inop, increase CAT C vis to 1¼ miles, CAT D/E vis to 1½ miles. NA				ALSF-2 	MISSED APPROACH: Climb to 1600, then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.	
ATIS 257.875	ASOS 134.975	DAYTON APP CON 118.85 269.275	SPRINGFIELD TOWER * 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95	



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-24 *	1500-¾ 452 (500-¾)	1500-1	452 (500-1)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

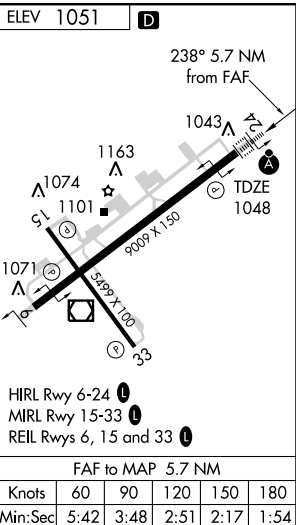
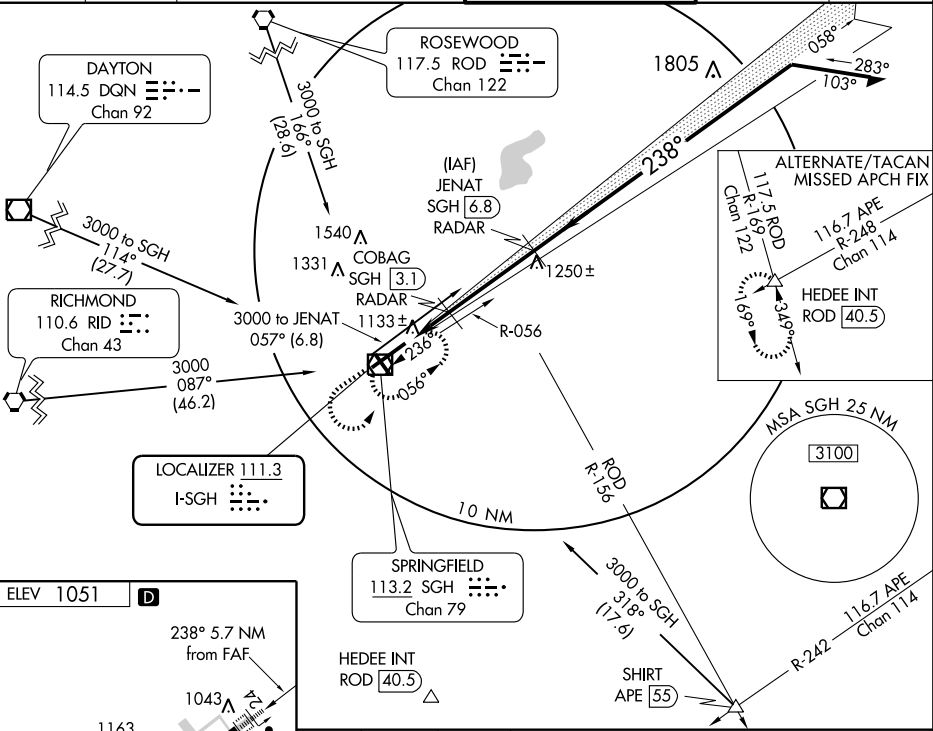


LOC I-SGH	APP CRS	Rwy Idg	9009
111.3	238°	TDZE	1048
		Apt Elev	1051

DME from SGH VOR/DME. Simultaneous reception of I-SGH and SGH DME required. ALSF-2 reverts to SSALR when tower is closed. DME or Radar required. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase DA to 1303 feet, and increase all MDAs 60 feet and S-LOC visibility Cats C, D, and E 1/4 mile. For inoperative ALSF-2/SSALR, increase S-ILS Cat E visibility to 3/4, and S-LOC Cat E visibility to 1/4, when using Wright-Patterson AFB altimeter setting increase S-ILS all Cats visibility to 1, and S-LOC Cat E visibility to 1/2.

MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold. (TACAN aircraft climb to 1600 then climbing left turn to 4000 via ROD VORTAC R-169 to HEDEE INT/ROD 40.5 DME and hold south, left turn, 349° inbound).

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	126.5 327.1	120.7 (CTAF) 291.775	121.7 225.4	122.95



3000		SGH	JENAT SGH (6.8) RADAR	Remain within 15 NM	
*LOC only.		SGH (1.2)	COBAG SGH (3.1) RADAR	GS 2.80° TCH 55	
1.9 NM		3.8 NM			
CATEGORY	A	B	C	D	E
S-ILS 24	1248-1/2 200 (200-1/2)				
S-LOC 24	1420-1/2 372 (400-1/2)			1420-3/4 372 (400-3/4)	
CIRCLING	1480-1	1520-1	1520-1 1/2	1620-2	1900-3
	429 (500-1)	469 (500-1)	469 (500-1 1/2)	569 (600-2)	849 (900-3)

KEKEE THREE ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

DAYTON ATIS
125.8
DAYTON APP CON
118.85 127.225 327.1 (091°-180°)

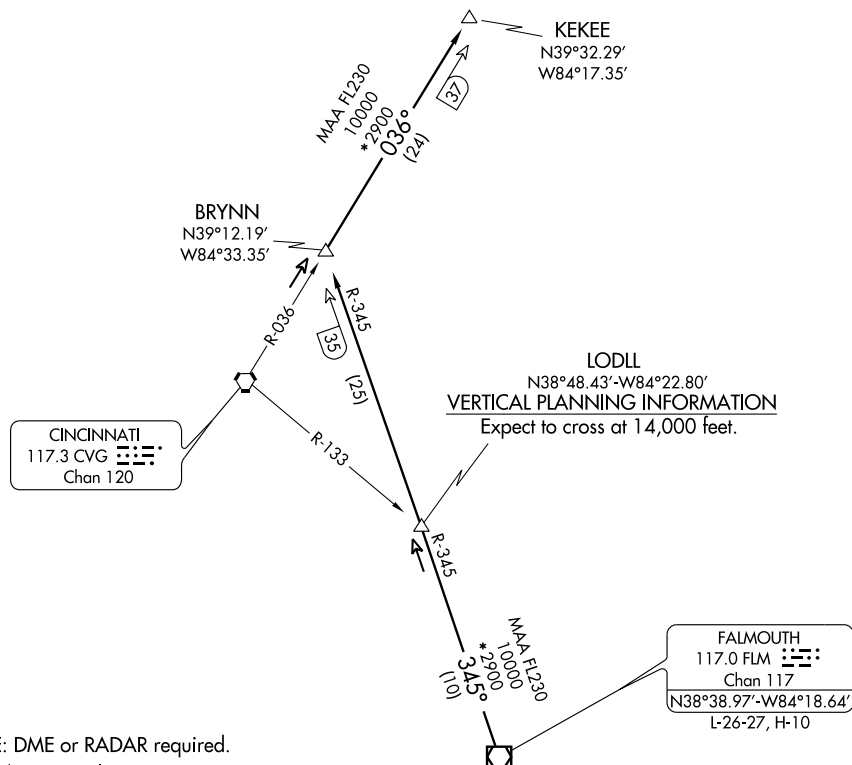
DAYTON
114.5 DQN
Chan 92

JAMES M. COX
DAYTON INTL

WRIGHT-PATTERSON
AFB

SPRINGFIELD-BECKLEY
MUNI

SPRINGFIELD
113.2 SGH
Chan 79



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . .

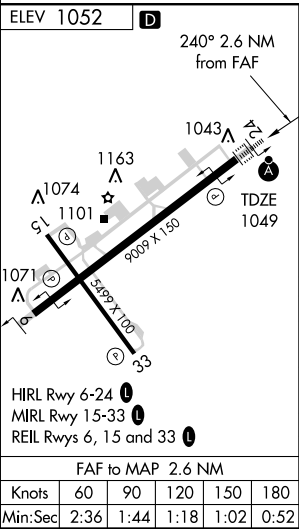
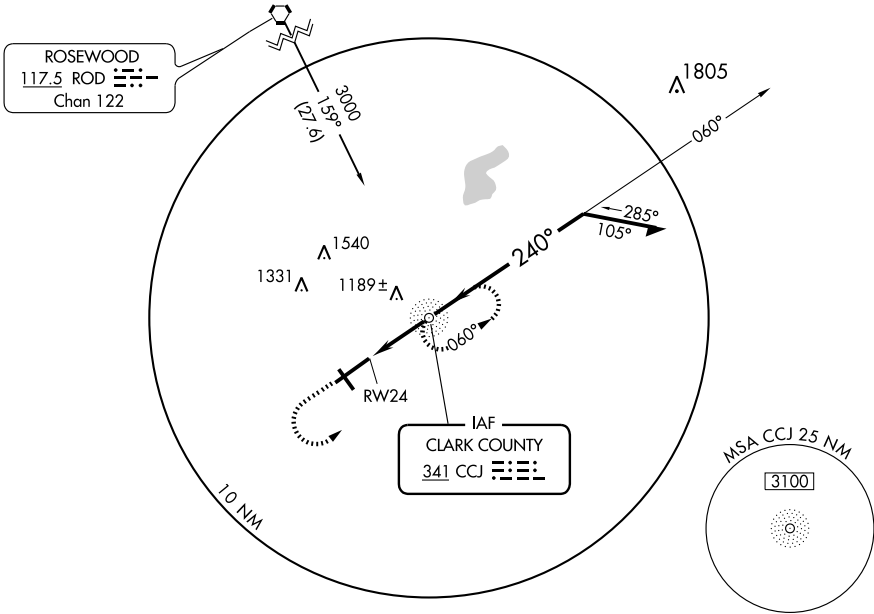
. . . . From over KEKEE INT: Expect radar vectors to join final approach course.



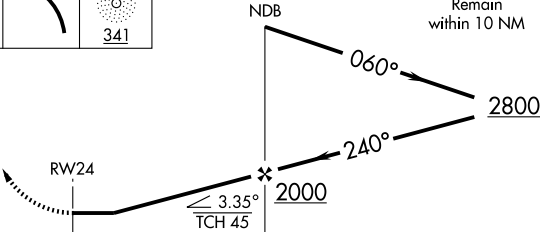
NDB CCJ	APP CRS	Rwy Idg	9009
341	240°	TDZE	1049
		Apt Elev	1052

NDB or GPS RWY 24




SPRINGFIELD-BECKLEY MUNI (SGH)

<div><div></div><div>NA</div></div> <div>When Control Tower closed, use Wright-Patterson AFB altimeter setting.</div>		<div>ALSF-2</div> <div><div></div><div></div></div>	MISSED APPROACH: Climb to 2800 then left turn direct CCJ NDB and hold.			
ASOS 134.975	ATIS 257.875	DAYTON APP CON 126.5 327.1		SPRINGFIELD TOWER ★ 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95

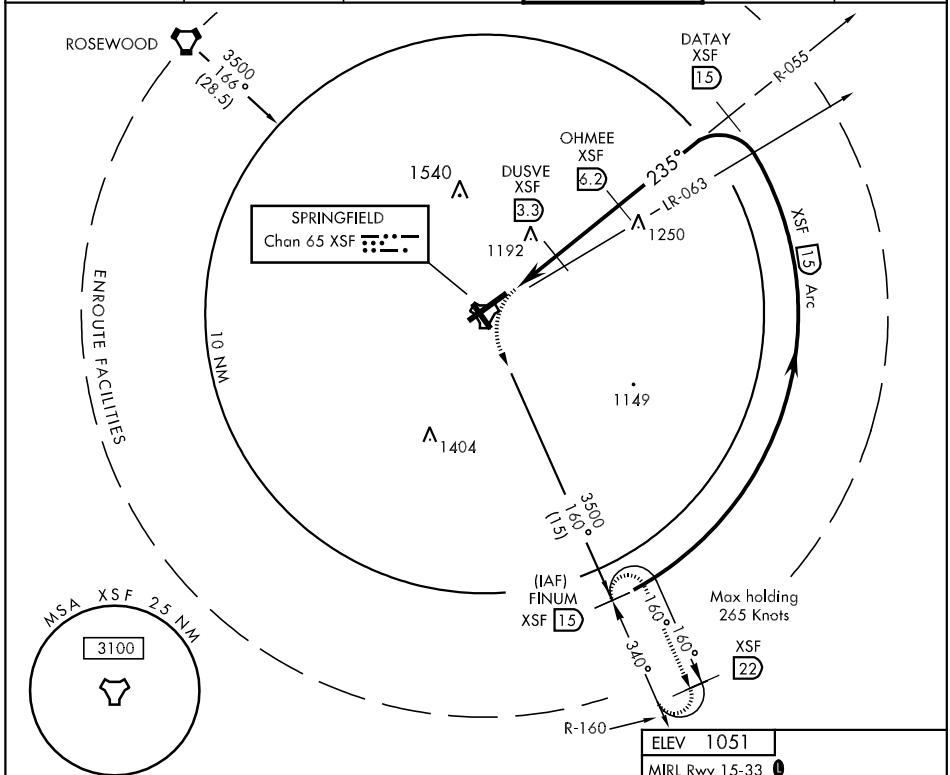


2800 ↑		CCJ  341				
CATEGORY	A		B		C	D
S-24	1500- $\frac{3}{4}$ 451 (500- $\frac{3}{4}$)					1500-1 $\frac{1}{4}$ 451 (500-1 $\frac{1}{4}$)
CIRCLING	1500-1 448 (500-1)	1520-1 468 (500-1)	1520-1 $\frac{1}{2}$ 468 (500-1 $\frac{1}{2}$)	1620-2 568 (600-2)		
WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS						
S-24	1560- $\frac{3}{4}$ 511 (600- $\frac{3}{4}$)			1560-1 511 (600-1)	1560-1 $\frac{1}{4}$ 511 (600-1 $\frac{1}{4}$)	
CIRCLING	1560-1 508 (600-1)			1560-1 $\frac{1}{2}$ 508 (600-1 $\frac{1}{2}$)	1660-2 608 (700-2)	

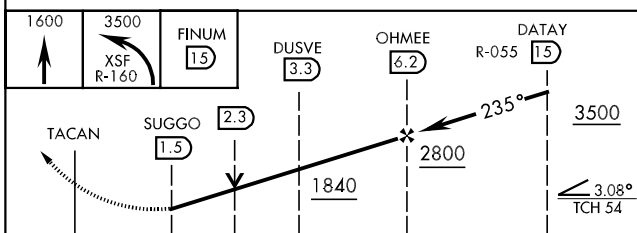
TACAN XSF Chan 65	APCH CRS 235°	Rwy Idg 9009 TDZE 1048 Arpt Elev 1051	AL-958 [USAF]	TACAN RWT Z4 SPRINGFIELD-BECKLEY MUNI (KSGH)
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  NA	* When ALS/SSALR inop, increase CAT E vis ½ mile. ALSF-2 reverts to SSALR when tower is closed.	ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM/XSF 15 DME and hold.
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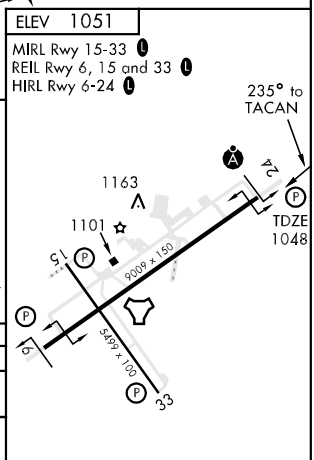
ATIS 257.875	ASOS 134.975	DAYTON APP CON 118.85 269.275	SPRINGFIELD TOWER ★ 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95
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EMERG SAFE ALT 100 NM 3300



	0.5	1.8 NM	2.9 NM		
CATEGORY	A	B	C	D	E
S-24 *	1500-1/2 452 (500-1/2)		1500-3/4 452 (500-3/4)	1500-1	452 (500-1)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1 1/2 469 (500-1 1/2)	1620-2 569 (600-2)	1900-3 849 (900-3)



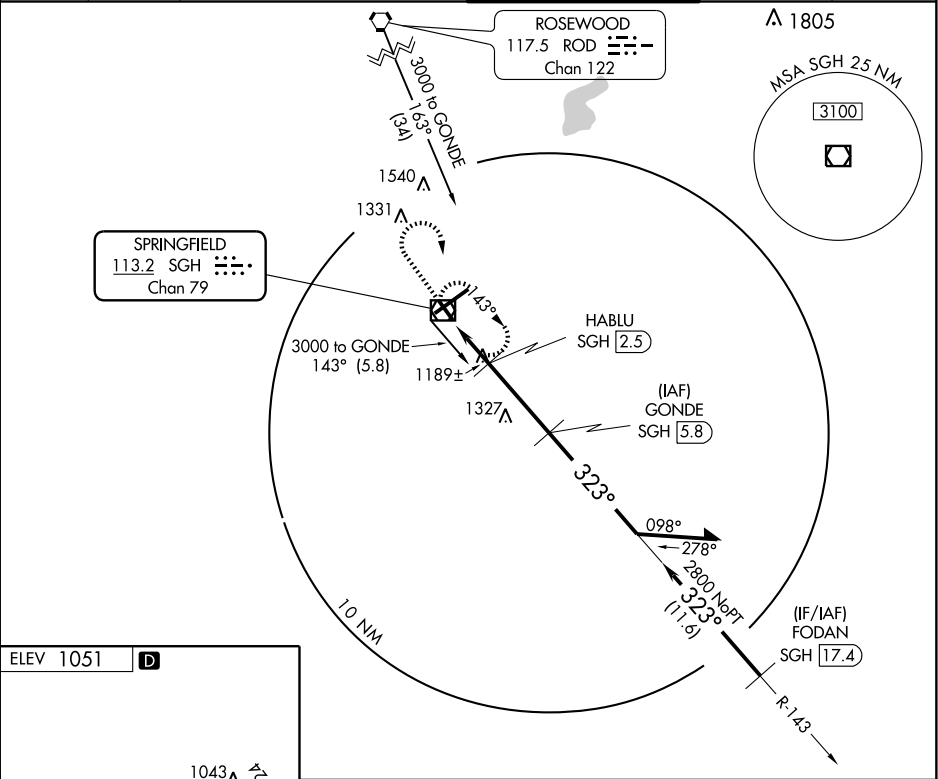
VOR/DME SGH	APP CRS	Rwy Idg	5499
113.2	323°	TDZE	1047
Chan 79		Apt Elev	1051

VOR/DME RWY 33
SPRINGFIELD-BECKLEY MUNI (SGH)

When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then right turn direct SGH VOR/DME and hold.

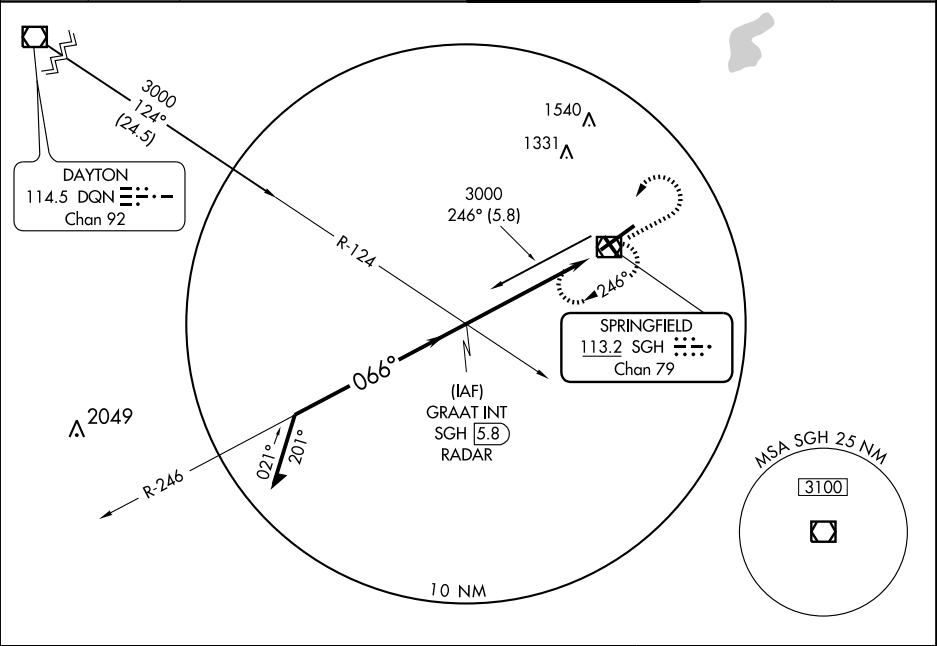
ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	126.5 327.1	120.7 (CTAF) 291.775	121.7 225.4	122.95



VOR/DME SGH	APP CRS	Rwy Idg	9009
113.2	066°	TDZE	1052
Chan 79		Apt Elev	1052

VOR or GPS RWY 6
SPRINGFIELD-BECKLEY MUNI (SGH)

<div><div>V</div><div>A</div></div> NA		When Control Tower closed, use Wright-Patterson AFB altimeter setting.		MISSED APPROACH: Climb to 3000, then left turn direct SGH VOR/DME and hold.		
ASOS 134.975	ATIS 257.875	DAYTON APP CON 118.85 126.5 127.225 327.1		SPRINGFIELD TOWER ★ 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95



Remain within 10 NM

3000

246°

066°

2800

2.93°

TCH 45

5.5 NM

GRAAT INT SGH 5.8 RADAR

VOR/DME

ELEV 1052

SGH 113.2

1043

1163

1074

1101

1071

51

53

9009 X 150

9009 X 100

TDZE 1052

066° to SGH VOR/DME

CATEGORY	A	B	C	D
S-6	1480-1	428 (500-1)	1480-1¼ 428 (500-1¼)	1480-1½ 428 (500-1½)
CIRCLING	1480-1 428 (500-1)	1520-1 468 (500-1)	1520-1½ 468 (500-1½)	1620-2 568 (600-2)
WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS				
S-6	1540-1	488 (500-1)	1540-1¼ 488 (500-1¼)	1540-1½ 488 (500-1½)
CIRCLING	1540-1 488 (500-1)	1560-1 508 (600-1)	1560-1½ 508 (600-1½)	1660-2 608 (700-2)

HIRL Rwy 6-24

MIRL Rwy 15-33

REIL Rws 6, 15 and 33

VOR/DME SGH	APP CRS	Rwy Idg	9009
113.2	235°	TDZE	1048
Chan 79		Apt Elev	1051

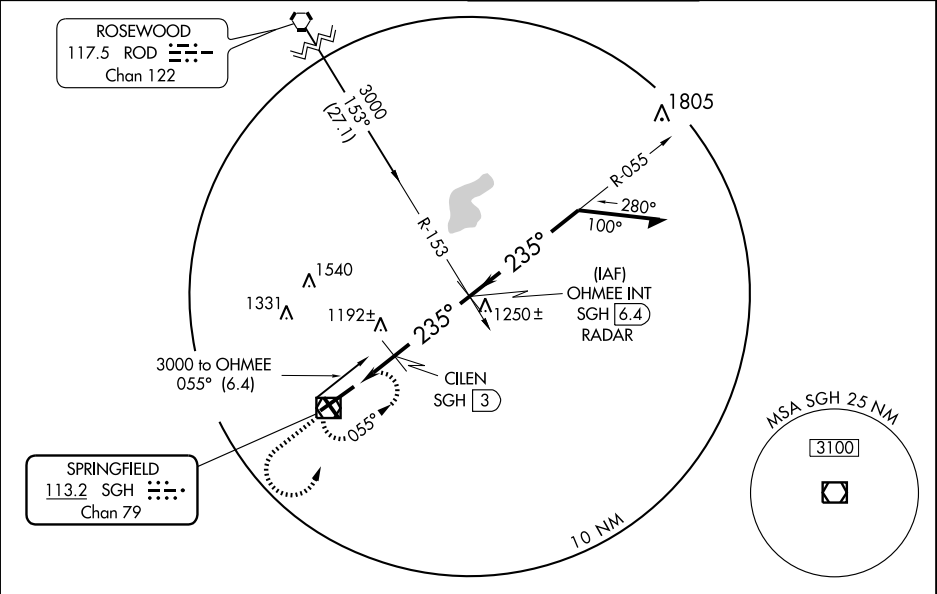
VOR RWY 24
SPRINGFIELD-BECKLEY MUNI (SGH)

⚠ When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase S-24 Cats C and D and Circling Cat C visibility ¼ mile. VDP NA when using Wright-Patterson AFB altimeter setting. ALSF-2 reverts to SSALR when tower is closed. For inoperative ALSF-2/SSALR, increase CILEN fix minimums S-24 Cat D visibility to 1¼, when using Wright-Patterson AFB altimeter setting increase CILEN fix minimums S-24 Cat D visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	126.5 327.1	120.7 (CTAF) 291.775	121.7 225.4	122.95



ELEV 1051

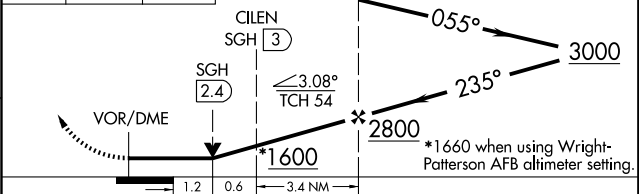
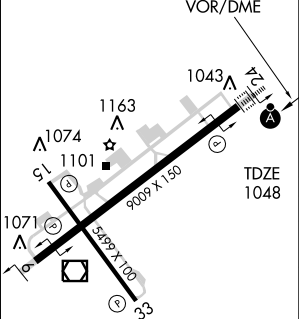
D

3000

SGH 113.2

OHMEE INT SGH 6.4 RADAR

Remain within 10 NM



CATEGORY	A	B	C	D
S-24	1600-½ 552 (600-1)		1600-1 552 (600-1)	1600-1¼ 552 (600-1¼)
CIRCLING	1600-1 549 (600-1)		1600-1½ 549 (600-1½)	1620-2 569 (600-2)
CILEN FIX MINIMUMS				
S-24	1460-½ 412 (500-½)		1460-¾ 412 (500-¾)	1460-1 412 (500-1)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24
MIRL Rwy 15-33
REIL Rwy 6, 15 and 33

VOR/DME AIR	APP CRS	Rwy Idg	N/A
117.1	297°	TDZE	N/A
Chan 118		Apt Elev	1187

VOR or GPS-A

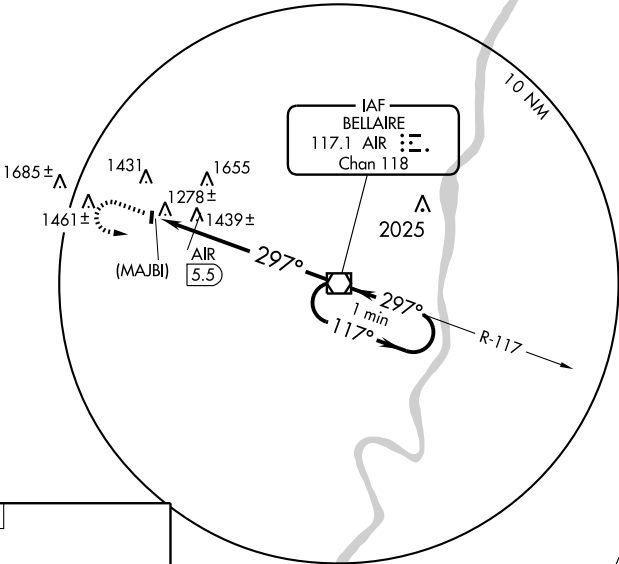
ST. CLAIRSVILLE / ALDERMAN (2P7)

▼ Use Wheeling, WV altimeter setting; when not received, use Greater Pittsburgh altimeter setting and increase all MDAs 120 feet and Cat B visibility ¼ mile.
▲ NA Procedure NA at night except by prior arrangement for runway lights.

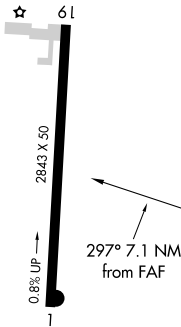
MISSED APPROACH: Climb to 3000 then left turn direct AIR VOR/DME and hold.

CLEVELAND CENTER
120.4 257.975

CTAF
122.9



ELEV 1187



LIRL Rwy 1-19

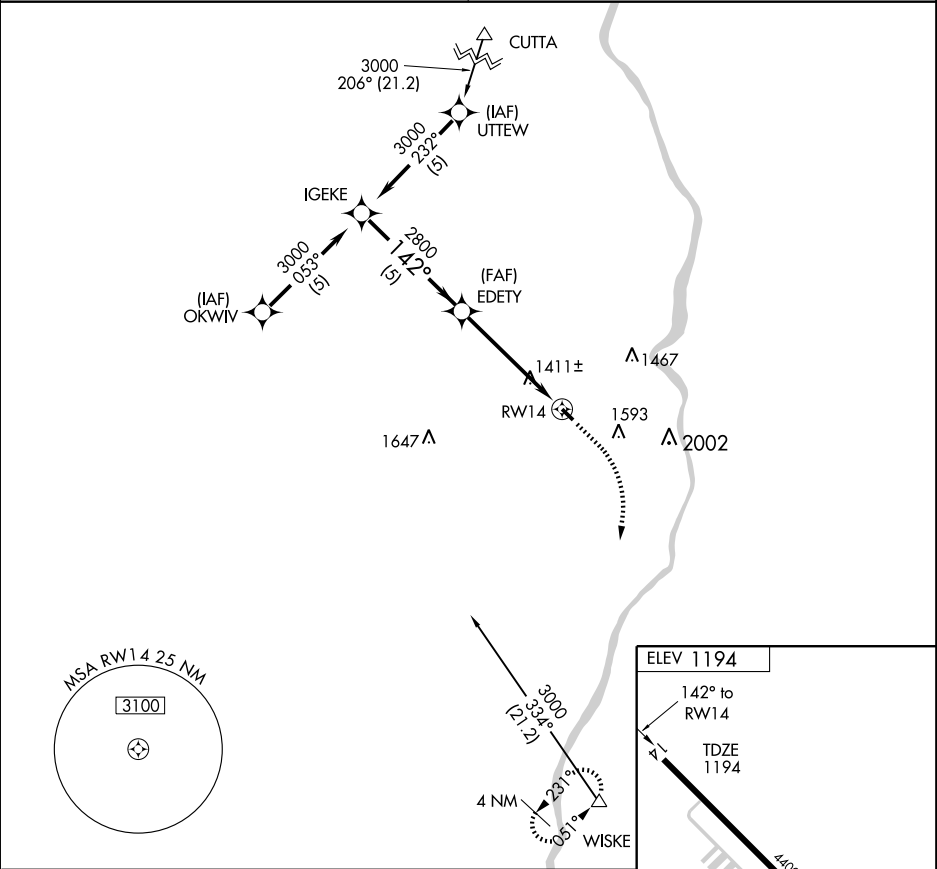
<div>3000</div> <div><div><div>↑</div></div><div><div>↷</div></div></div> <div><div>AIR</div><div><div><div>□</div></div></div><div>117.1</div></div>		<div>VOR/DME</div> <div>One Minute Holding Pattern</div>		
<div><div>(MAJBI)</div><div>AIR <div>7.1</div></div></div> <div><div>AIR <div>5.5</div></div></div> <div><div>297°</div></div> <div><div>1920*</div></div>		<div><div>117° →</div><div>← 297°</div><div>3000</div></div> <div><div>* 2040 when using Greater Pittsburgh altimeter setting.</div></div>		
<div><div>1.6 NM</div><div>5.5 NM</div></div>				
CATEGORY	A	B	C	D
CIRCLING	1920-1	733 (800-1)	NA	
DME MINIMUMS				
CIRCLING	1800-1	613 (700-1)	NA	

GPS RWY 14

STUEBENVILLE/JEFFERSON COUNTY AIRPARK (2G2)

APP CRS	Rwy Idg	4400
142°	TDZE	1194
	Apt Elev	1194

<div>▼</div> <div>▲ NA</div>	Use Wheeling, WV altimeter setting, when not received procedure NA.	MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct WISKE WP and hold.
PITTSBURGH APP CON 124.750 338.2		UNICOM 122.8 (CTAF) 0



	IGEKE		EDETY		2500	3000	WISKE
	3000		2800		↑	↻	△
Procedure Turn NA	142°						
	5 NM		5 NM				
CATEGORY	A	B	C	D			
S-14	1740-1	546 (600-1)	NA				
CIRCLING	1780-1	586 (600-1)	NA				

REIL Rwy 32 0
MIRL Rwy 14-32 0

GPS RWY 32

STUEBENVILLE/JEFFERSON COUNTY AIRPARK (2G2)

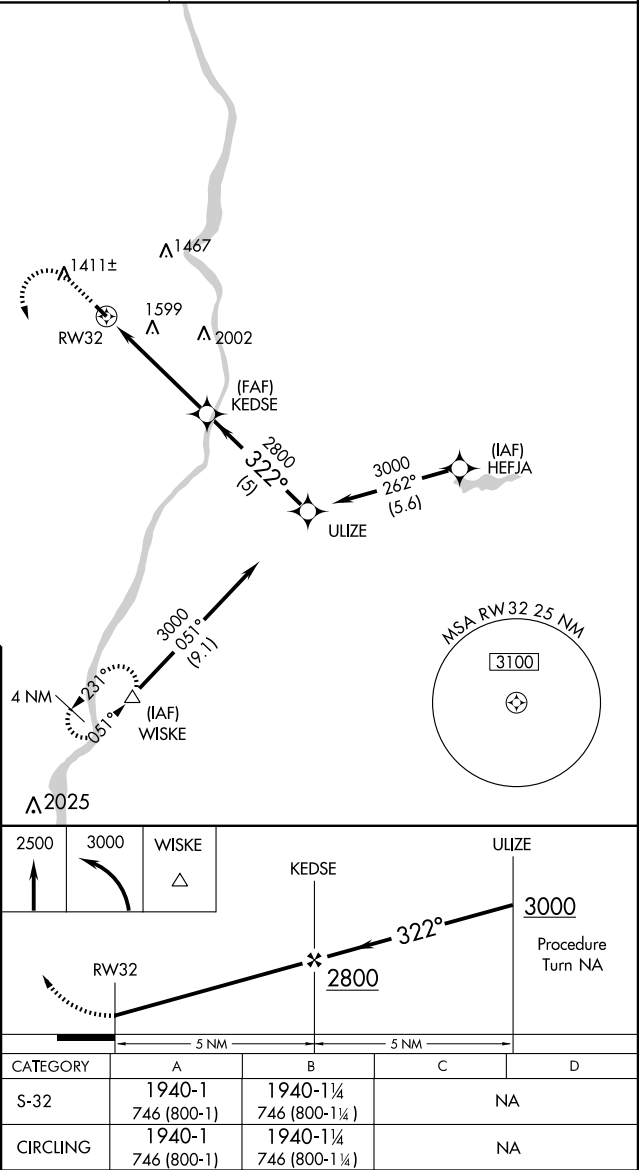
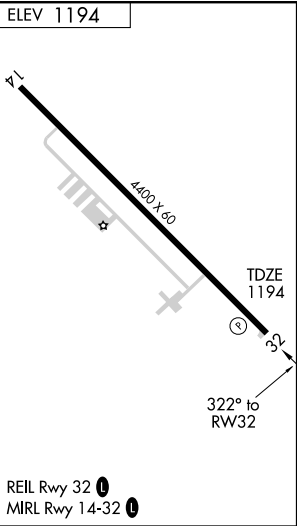
APP CRS	Rwy Idg	4400
322°	TDZE	1194
	Apt Elev	1194

Use Wheeling, WV altimeter setting, when not received procedure NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct WISKE WP and hold.

PITTSBURGH APP CON
124.750 338.2

UNICOM
122.8 (CTAF) 0



NDB TII 269	APP CRS 250°	Rwy Idg 3885 TDZE 785 Apt Elev 786
-----------------------	------------------------	---

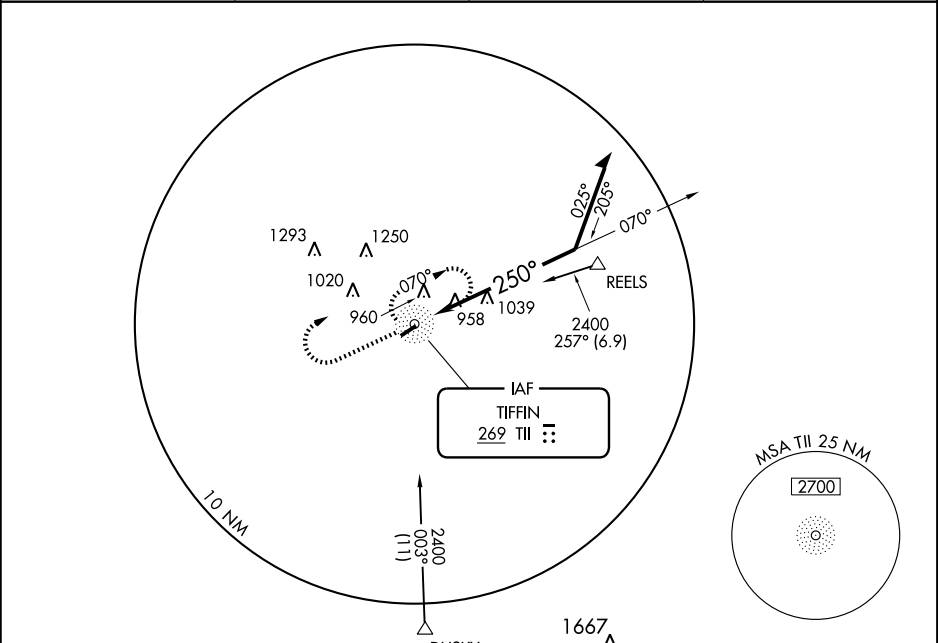
NDB RWY 24

TIFFIN / SENECA COUNTY (16G)

Obtain local altimeter setting on CTAF; when not received, use Findlay altimeter setting.

MISSED APPROACH: Climb to 2400, then right turn direct TII NDB and hold.

AWOS-3 121.175 458.625	FINDLAY ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 123.0 (CTAF) 0
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2400 ↑

269

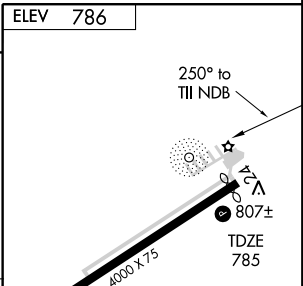
NDB

Remain within 10 NM

070°

2400

250°



CATEGORY	A	B	C	D
S-24	1420-1	635 (700-1)	1420-1¾ 635 (700-1¾)	1420-2 635 (700-2)
CIRCLING	1420-1	634 (700-1)	1420-1¾ 634 (700-1¾)	1420-2 634 (700-2)
FINDLAY ALTIMETER SETTING MINIMUMS				
S-24	1460-1	675 (700-1)	1460-2 675 (700-2)	1460-2 ¼ 675 (700-2 ¼)
CIRCLING	1460-1	674 (700-1)	1460-2 674 (700-2)	1460-2 ¼ 674 (700-2 ¼)


ELEV 786

MIRL Rwy 6-24 0


REIL Rws 6 and 24 0

WAAS CH 77713 W06A	APP CRS 061°	Rwy Idg TDZE Apt Elev	4000 786 786
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RNAV (GPS) RWY 6
TIFFIN / SENECA COUNTY (16G)

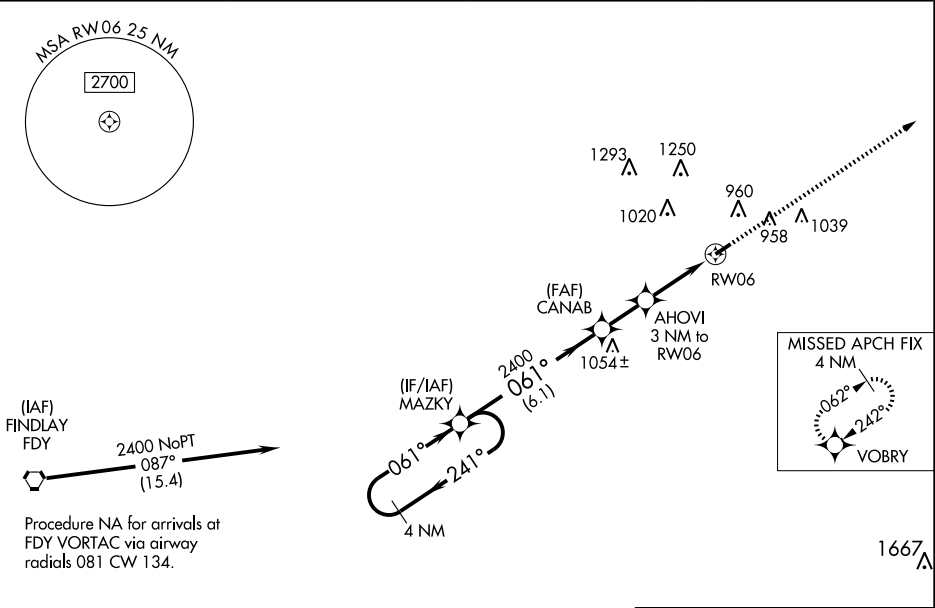


Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 53 feet and all MDA 60 feet, increase LPV all Cats visibilities ¼ mile and LNAV Cat C visibility ¼ mile. Straight-in/Circling Rwy 6 NA at night.

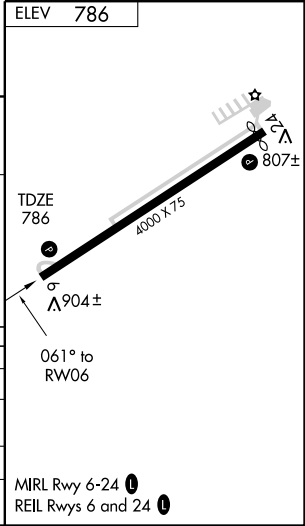


MISSED APPROACH: Climb to 2400 direct VOBRY and hold.

AWOS-3 121.175 458.625	FINDLAY ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 123.0 (CTAF) 1
----------------------------------	--------------------------------	---------------------------------------	---------------------------------



<div>4 NM Holding Pattern</div> <div>MAZKY</div> <div>CANAB</div> <div>AHOVI 3 NM to RW06</div> <div><div>2400</div><div>VOBRY</div></div> <div><div>↑</div><div>✱</div></div> <div><div>241°</div><div>061°</div><div>061°</div><div>2400</div><div>*LNAV only.</div><div>*1780</div><div>RW06</div></div> <div><div>6.1 NM</div><div>1.9 NM</div><div>3 NM</div></div>					GS 3.00° TCH 38	
CATEGORY	A	B	C	D		
LPV DA	1137-1¼ 351 (400-1¼)			NA		
LNAV/ VNAV DA	1174-1½ 388 (400-1½)			NA		
LNAV MDA	1160-1 374 (400-1)			NA		
CIRCLING	1260-1 474 (500-1)		1260-1½ 474 (500-1½)	NA		



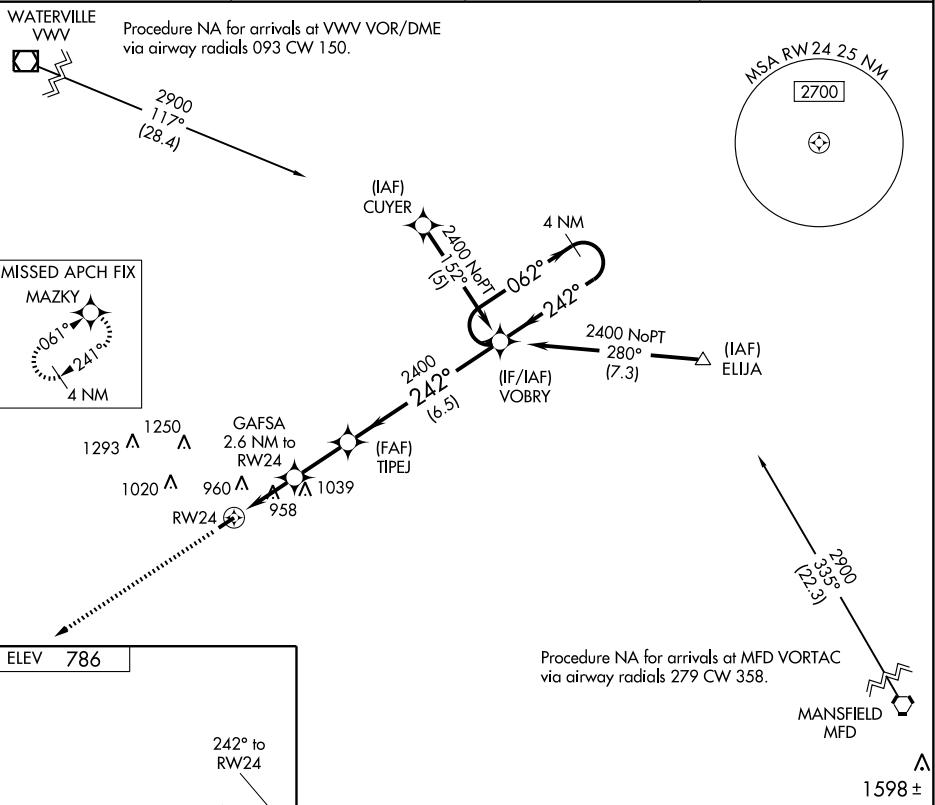
APP CRS	Rwy Idg	3885
242°	TDZE	785
	Apt Elev	786

RNAV (GPS) RWY 24

TIFFIN / SENECA COUNTY(16G)

<div><div>▼</div><div>▲ NA</div></div> <div>Circling to Rwy 6 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.</div>	MISSED APPROACH: Climb to 2400 direct MAZKY and hold.
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AWOS-3 121.175 458.625	FINDLAY ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 123.0 (CTAF) 0
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<div><div>4000 X 75</div><div>TDZE 785</div><div>807±</div><div>242° to RW24</div></div>	<div>2400</div> <div>MAZKY</div>	<div>GAFSA 2.6 NM to RW24</div> <div>3.04°</div> <div>TCH 38</div> <div>1640</div>	<div>TIPEJ</div> <div>2400</div>	<div>VOBRY</div> <div>242°</div> <div>062°</div> <div>2400</div>	<div>4 NM Holding Pattern</div>
	<div>CATEGORY</div> <div>A</div>	<div>B</div>	<div>C</div>	<div>D</div>	
<div>MIRL Rwy 6-24 0</div> <div>REIL Rwy 6 and 24 0</div>	<div>LNAV MDA</div> <div>1260-1 475 (500-1)</div>	<div>1260-1 ¼ 475 (500-1 ¼)</div>	<div>1260-1 ½ 474 (500-1 ½)</div>	<div>NA</div>	
	<div>CIRCLING</div> <div>1260-1 474 (500-1)</div>			<div>NA</div>	

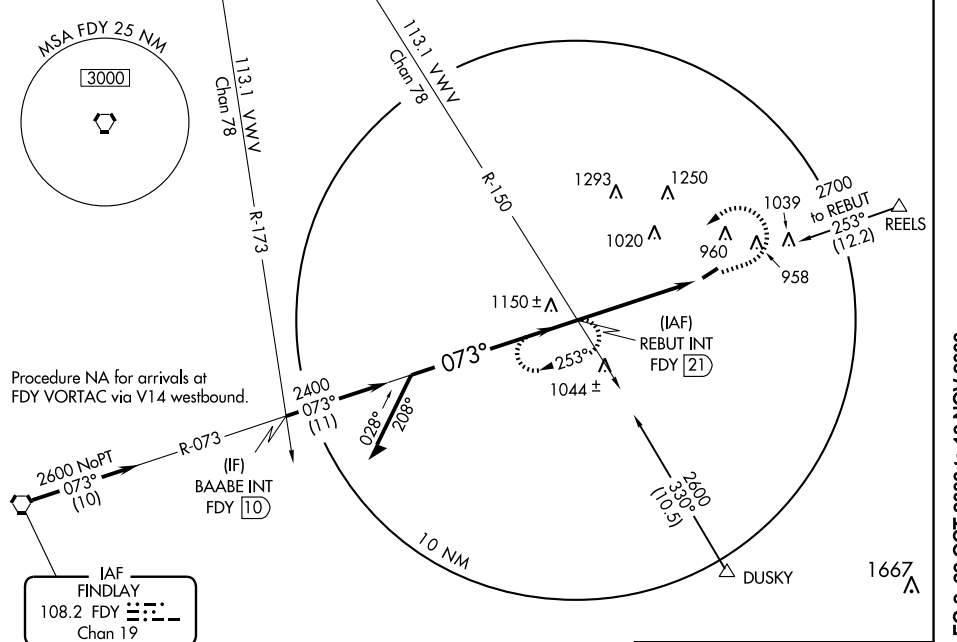
▼

NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 then left turn via FDY R-073 to REBUT INT/FDY 21 DME and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
121.175 458.625	124.425	120.8 317.55	123.0 (CTAF) 0



ELEV 786

TDZE 786

4000 X 75

073° 4.7 NM from FAF

MIRL Rwy 6-24 0

REIL Rws 6 and 24 0

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

REBUT INT FDY 21

2400

253°

073°

2400

3.14° TCH 38

4.7 NM

FDY 25.7

FDY R-073 108.2

REBUT INT

2400

Remain within 10 NM

CATEGORY	A	B	C	D
S-6	1400-1 614 (700-1)	1400-1¼ 614 (700-1¼)	1400-1¾ 614 (700-1¾)	NA
CIRCLING	1400-1 614 (700-1)	1400-1¼ 614 (700-1¼)	1400-1¾ 614 (700-1¾)	NA

EC-2: 22 OCT 2009 to 19 NOV 2009

VOR RWY 4

TOLEDO/METCALF FIELD (TDZ)

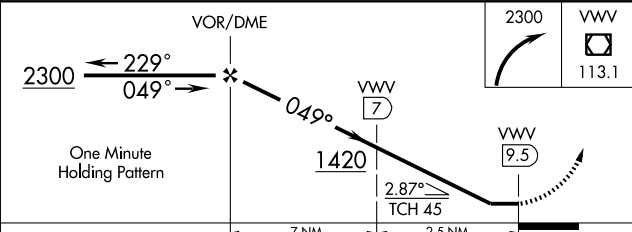
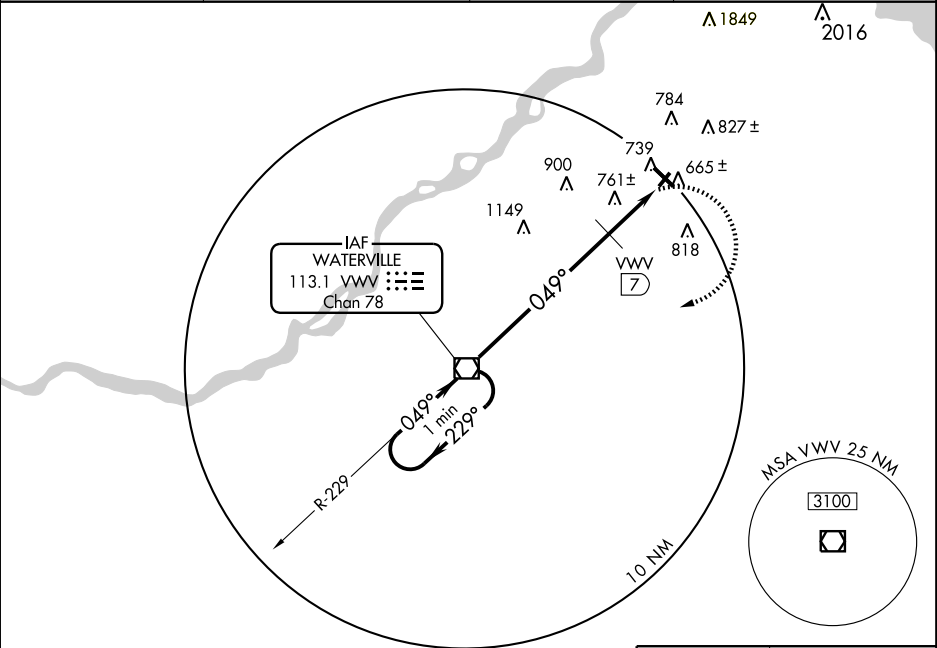
VOR/DME VVW	APP CRS	Rwy Idg
113.1	049°	3699
Chan 78		TDZE 622
		Apt Elev 623

▼

▲

MISSED APPROACH: Climbing right turn to 2300 direct VVW VOR/DME and hold.

ASOS 121.575	TOLEDO APP CON 126.1 307.0	CLNC DEL 125.6	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)
CIRCLING	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)

DME MINIMUMS			
S-4	1060-1 438 (500-1)	1060-1¼ 438 (500-1¼)	1060-1½ 438 (500-1½)
CIRCLING	1120-1 498 (500-1)	1120-1½ 498 (500-1½)	1180-2 558 (600-2)

ELEV 623

D

REIL Rws 4 and 22 0

MIRL Rws 4-22 and 14-32

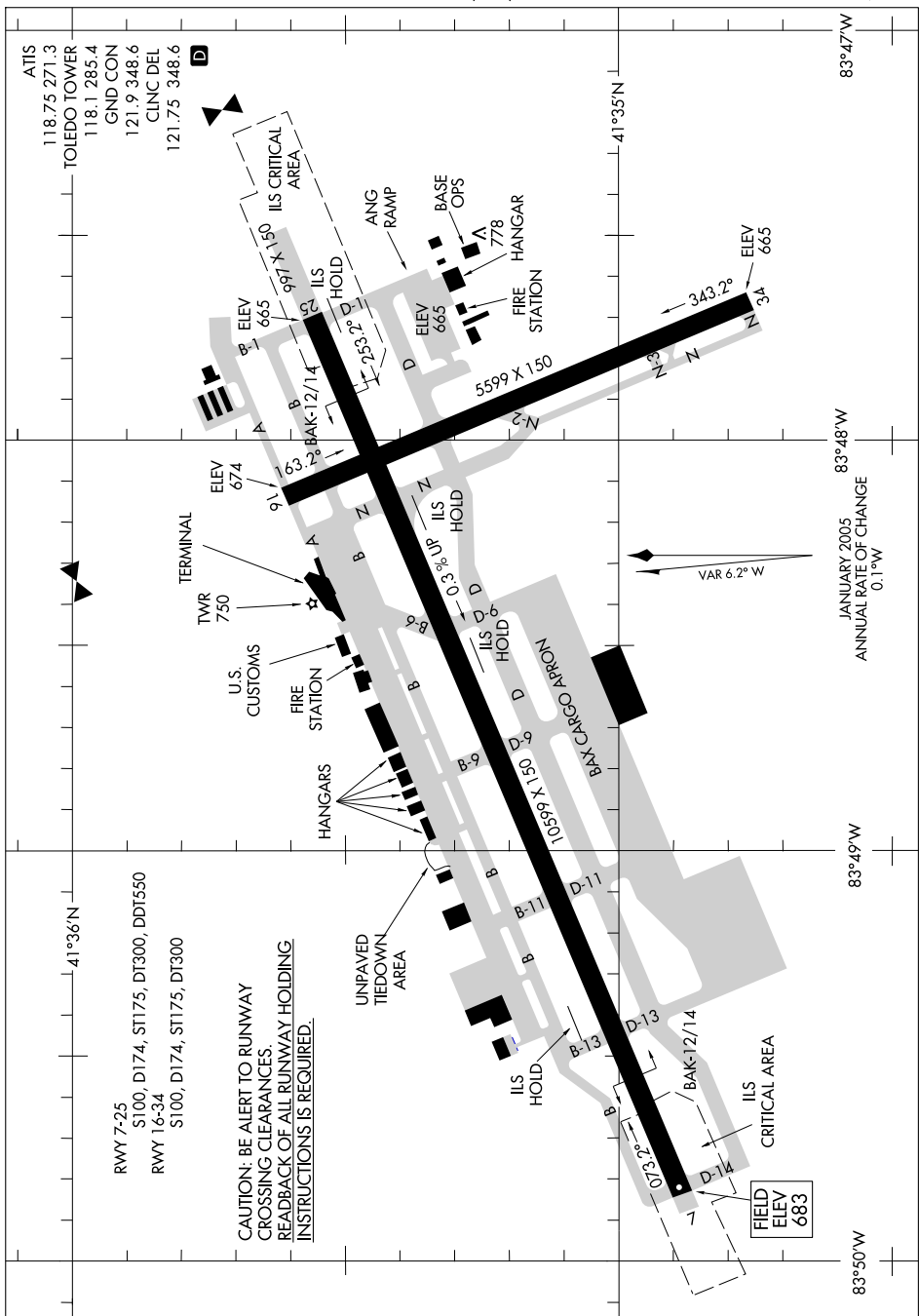
FAF to MAP 9.5 NM

Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

AIRPORT DIAGRAM

AL-184 (FAA)

TOLEDO EXPRESS (TOL)
TOLEDO, OHIO



EC-2, 22 OCT 2009 to 19 NOV 2009

LOCALIZER I-TOL
109.7

APCH CRS
072°

Rwy Idg **10,599**
TDZE **683**
Arpt Elev **683**

JAL-184 [USAF]

TOLEDO EXPRESS (KTOL)

▼ * When ALS inop increase CAT E RVR to 40, vis to $\frac{3}{4}$ mile.
** When ALS inop increase CAT E vis to $1\frac{1}{2}$ miles.



MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 via TOL R-170 to POU DR and hold.

ATIS
118.75 271.3

TOLEDO APP CON
126.1 317.55

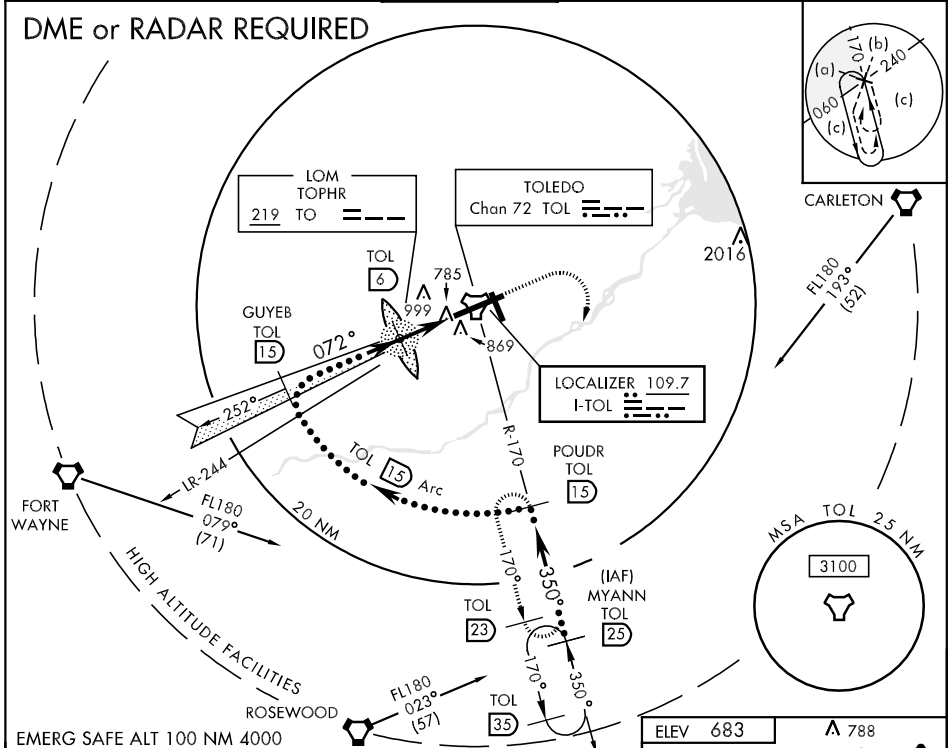
TOLEDO TOWER
118.1 285.4

GND CON
121.9 348.6

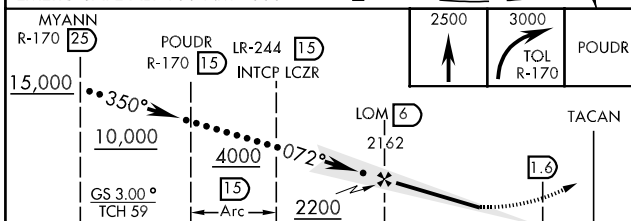
CLNC DEL
121.75

ASR

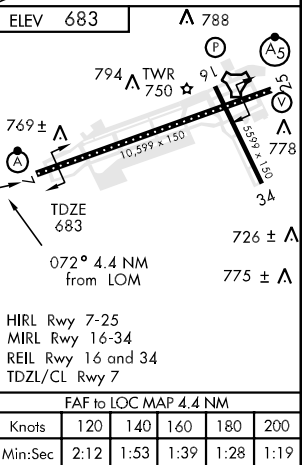
DME or RADAR REQUIRED



EMERG SAFE ALT 100 NM 4000



CATEGORY	C	D	E
S-ILS 7 *	883/18	200 (200- $\frac{1}{2}$)	883/24 200 (200- $\frac{1}{2}$)
S-LOC 7 **	1080/24 397 (400- $\frac{1}{2}$)	1080/40 397 (400- $\frac{3}{4}$)	1080/50 397 (400-1)
CIRCLING	1180-1 $\frac{1}{2}$ 496 (500-1 $\frac{1}{2}$)	1240-2 556 (600-2)	1400-2 $\frac{1}{2}$ 716 (800-2 $\frac{1}{2}$)
S-ASR 7	1080/24 397 (400- $\frac{1}{2}$)	1080/50 397 (400-1)	



TOLEDO, OHIO

HI-ILS or LOC RWY 25

LOCALIZER I-BQE **108.7** APCH CRS **252°** Rwy Idg **10,599**
 TDZE **678** Arpt Elev **683**

JAL-184 [USAF]

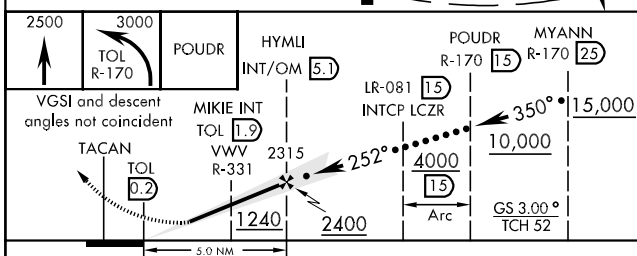
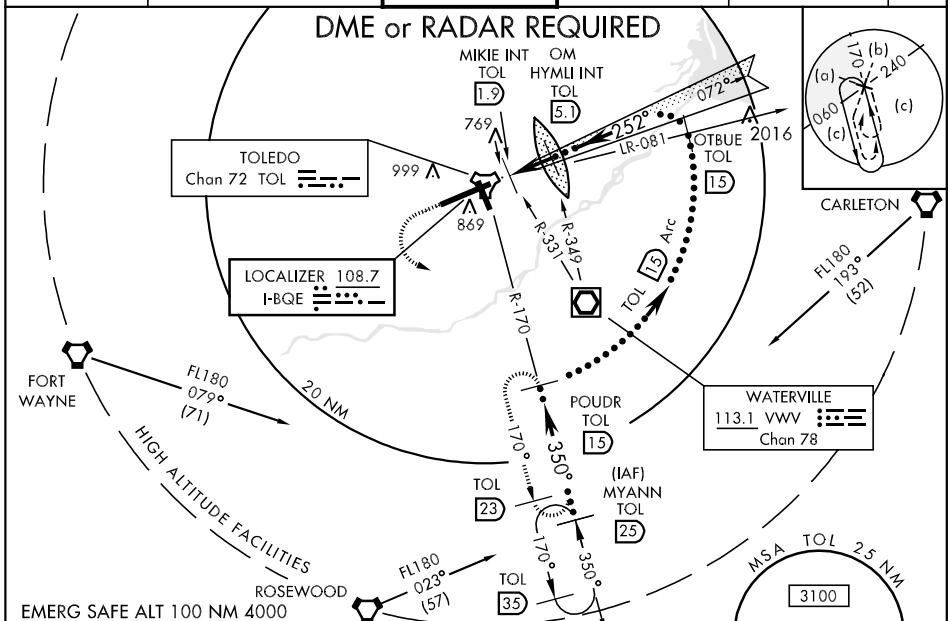
TOLEDO EXPRESS (KTOL)

▼ * When ALS inop increase CAT E vis to $\frac{3}{4}$ mile.
 ** When ALS inop increase CAT E vis to $1\frac{1}{4}$ mile.

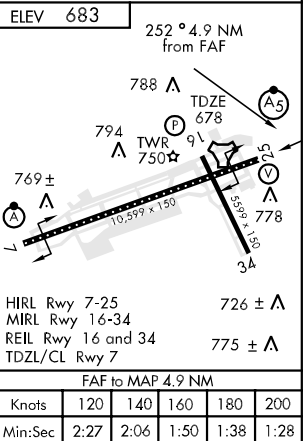


MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 via TOL R-170 to POU DR (TOL R-170/15 DME) and hold.

ATIS **118.75 271.3** TOLEDO APP CON **126.1 317.55** TOLEDO TOWER **118.1 285.4** GND CON **121.9 348.6** CLNC DEL **121.75** ASR



CATEGORY	C	D	E
S-ILS 25*	878- $\frac{1}{2}$	200	(200- $\frac{1}{2}$)
S-LOC 25	1240-1 562 (600-1)	1240-1 $\frac{1}{4}$ 562 (600-1 $\frac{1}{4}$)	1240-1 $\frac{1}{2}$ 562 (600-1 $\frac{1}{2}$)
CIRCLING	1240-1 $\frac{1}{2}$ 556 (600-1 $\frac{1}{2}$)	1240-2 556 (600-2)	1400-2 $\frac{1}{2}$ 716 (800-2 $\frac{1}{2}$)
MIKIE INT MINIMUMS			
S-LOC 25**	1020- $\frac{1}{2}$ 342 (400- $\frac{1}{2}$)	1020- $\frac{3}{4}$ 342 (400- $\frac{3}{4}$)	342 (400- $\frac{3}{4}$)
CIRCLING	1180-1 $\frac{1}{2}$ 496 (500-1 $\frac{1}{2}$)	1240-2 556 (600-2)	1400-2 $\frac{1}{2}$ 716 (800-2 $\frac{1}{2}$)
S-ASR 25	1040- $\frac{1}{2}$ 362 (400- $\frac{1}{2}$)	1040-1 362 (400-1)	



TOLEDO, OHIO

41° 35'N-83° 48'W

TOLEDO EXPRESS (KTOL)

EC-2, 22 OCT 2009 to 19 NOV 2009

Amdt 5, 09239

TACAN TOL Chan 72	APCH CRS 068°	Rwy Idg 10,599 TDZE 683 Arpt Elev 683
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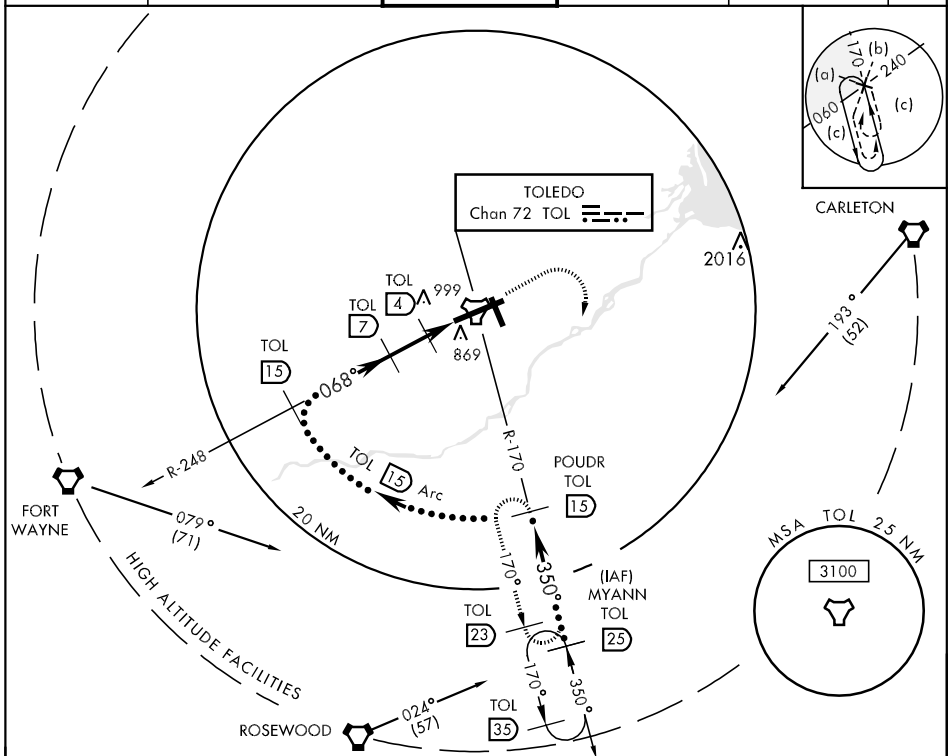
JAL-184 [USAF]

TOLEDO EXPRESS (KTOL)

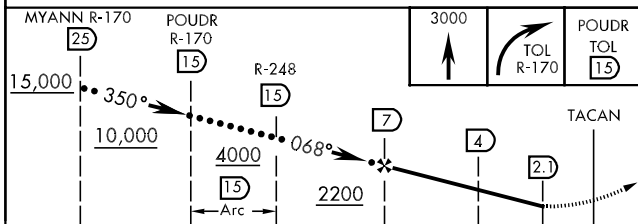


MISSED APPROACH: Climb to 3000 then right turn via TOL R-170 to POUDR and hold.

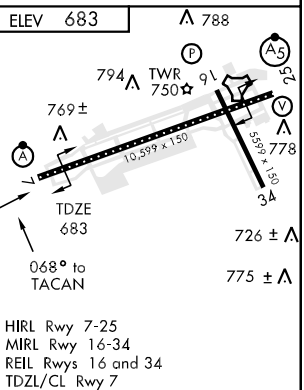
ATIS 118.75 271.3	TOLEDO APP CON 126.1 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75	ASR
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EMERG SAFE ALT 100 NM 4000



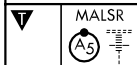
CATEGORY	C	D	E
S-7	1060/24 377 (400-½)	1060/50 377	(400-1)
CIRCLING	1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1360-2½ 676 (700-2½)
S-ASR 7	1080/24 397 (400-½)	1080/50 397	(400-1)



TACAN TOL Chan 72	APCH CRS 260°	Rwy Idg 10,599 TDZE 678 Arpt Elev 683
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JAL-184 [USAF]

TOLEDO EXPRESS (KTOL)



MISSED APPROACH: Climb to 3000 then left turn via TOL R-170 to POU DR and hold.

ATIS 118.75 271.3

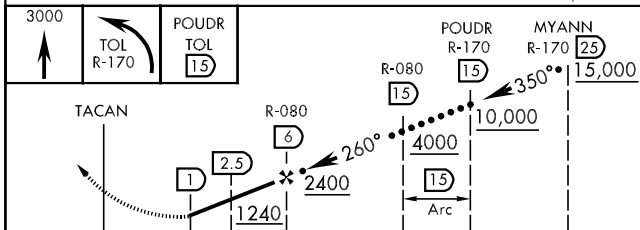
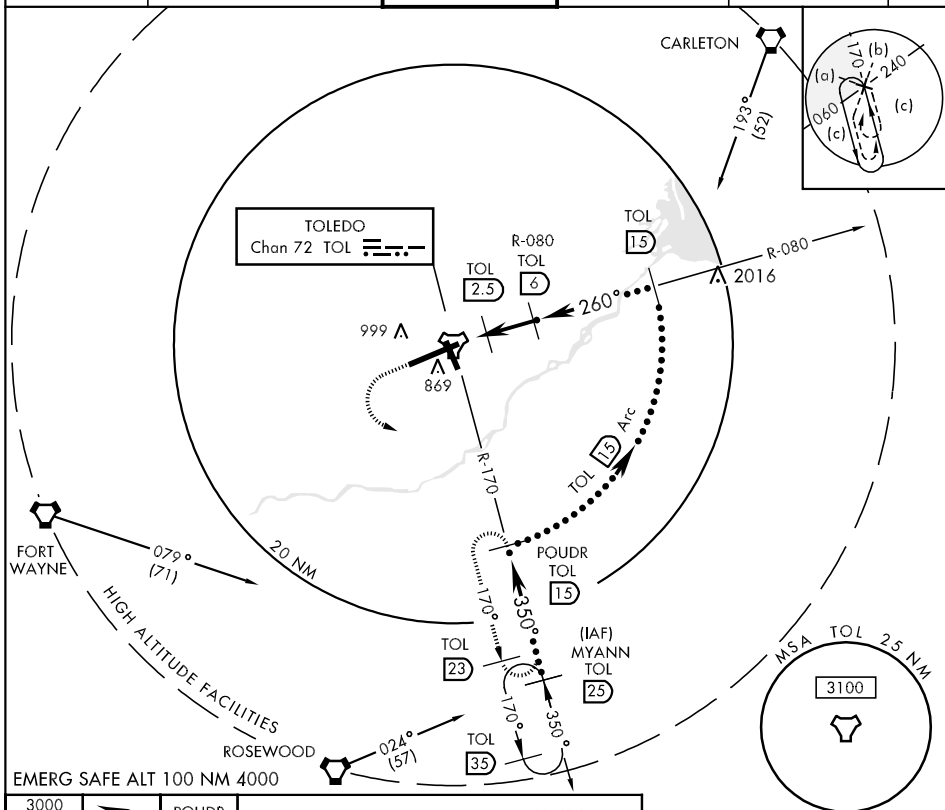
TOLEDO APP CON 126.1 317.55

TOLEDO TOWER 118.1 285.4

GND CON 121.9 348.6

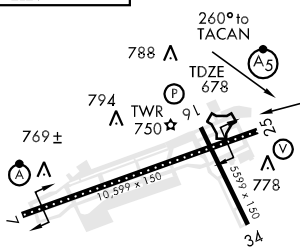
CLNC DEL 121.75

ASR



CATEGORY	C	D	E
S-25	1040-3/4 362 (400-3/4)	1040-1 362 (400-1)	
CIRCLING	1180-1 1/2 496 (500-1 1/2)	1240-2 556 (600-2)	1360-2 1/2 676 (700-2 1/2)
S-ASR 25	1040-1/2 362 (400-1/2)	1040-1 362 (400-1)	

ELEV 683



HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwy 16 and 34
TDZL/CL Rwy 7

726 ± A
775 ± A

LOC I-TOL <u>109.7</u>	APP CRS 072°	Rwy Idg 10599 TDZE 683 Apt Elev 683
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ILS or LOC RWY 7

TOLEDO EXPRESS (TOL)



For inoperative ALSF, increase S-ILS 7 Cat E visibility to $\frac{3}{4}$ mile, S-LOC 7 Cat E visibility to $1\frac{1}{2}$ mile.



MISSED APPROACH: Climb to 2500 then right turn direct VVW VOR/DME and hold.

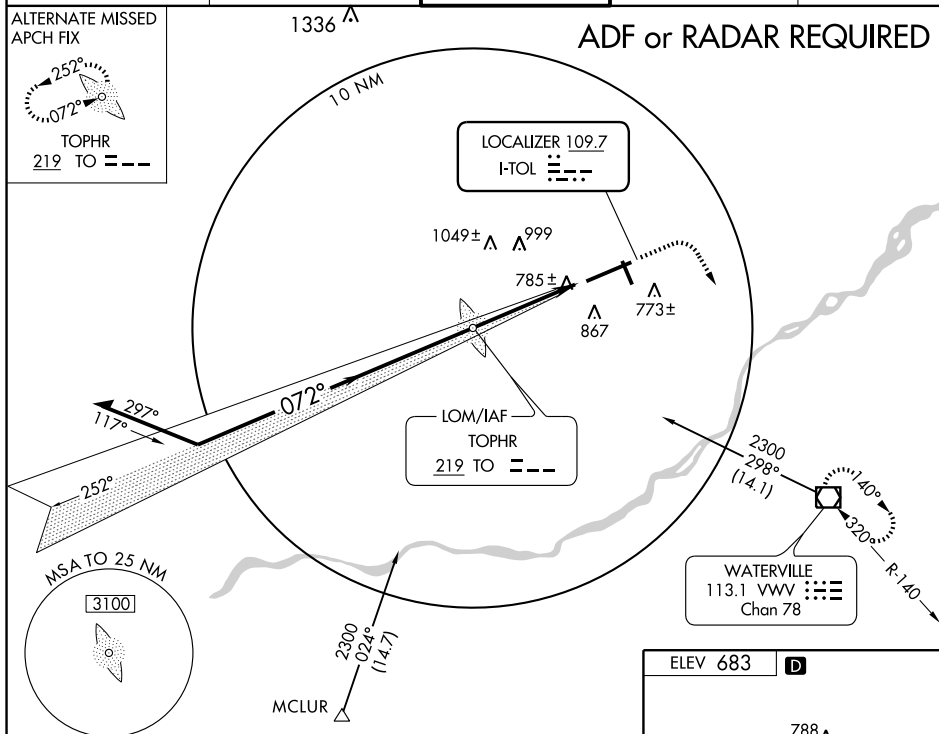
ATIS 118.75 271.3	TOLEDO APP CON 134.35 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75 348.6
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ALTERNATE MISSED
APCH FIX

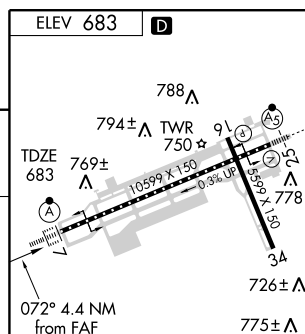
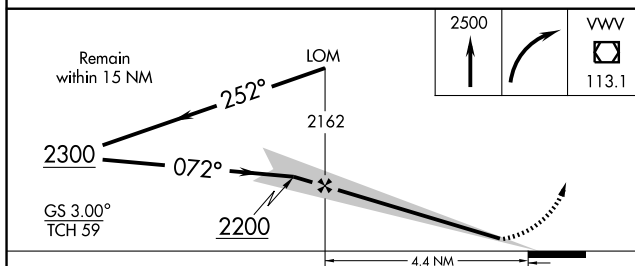


TOPHR
219 TO = --

ADF or RADAR REQUIRED



EC-2. 22 OCT 2009 to 19 NOV 2009



			4.4 NM								
CATEGORY	A	B	C	D	E	TDZ/CL Rwy 7 HRL Rwy 7-25 MRL Rwy 16-34 REIL Rws 16 and 34					
S-ILS 7	883/18 200 (200-½)				883/24 200 (200-½)						
S-LOC 7	1080/24 397 (400-½)			1080/40 397 (400-¾)	1080/50 397 (400-1)						
CIRCLING	1180-1 497 (500-1)		1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)	FAF to MAP 4.4 NM					
						Knots	60	90	120	150	180
						Min:Sec	4:24	2:56	2:12	1:46	1:28

LOC I-BQE <u>108.7</u>	APP CRS 252°	Rwy Idg 10599 TDZE 678 Apt Elev 684
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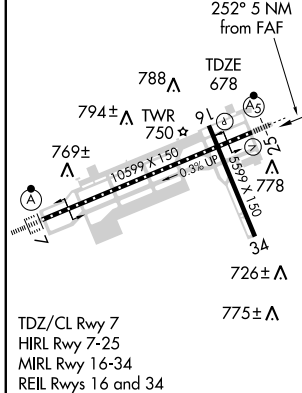
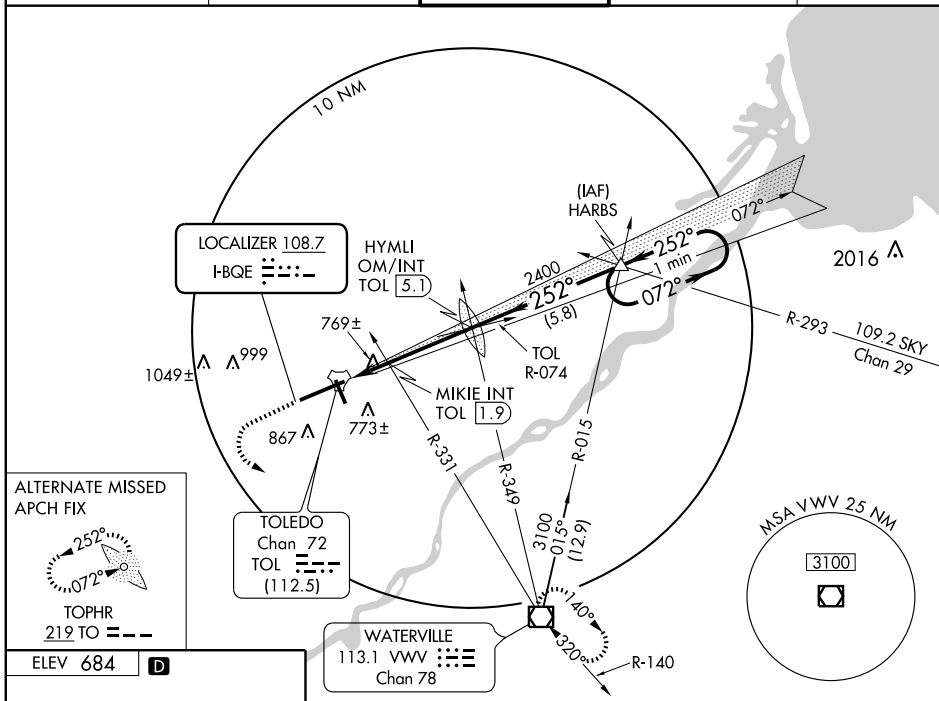
ILS or LOC RWY 25
TOLEDO EXPRESS (TOL)

▲ If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. When ALS inoperative, increase Cat E S-ILS 25 visibility $\frac{1}{4}$ mile, S-LOC 25 $\frac{1}{2}$ mile.

MALSR

MISSED APPROACH: Climb to 2500, then left turn direct VVW VOR/DME and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



2500
↑

VWV
113.1

HYMIL
OM/INT
TOL 5.1

HARBS
INT

One Minute
Holding Pattern

MIKIE INT
TOL 1.9

2315

072° → 3100

← 252°

252°

2400

GS 3.00°
TCH 52

1.7 NM 3.3 NM 5.8 NM

CATEGORY	A	B	C	D	E
S-ILS 25	878- ¹ / ₂ 200 (200- ¹ / ₂)				
S-LOC 25	1240- ¹ / ₂ 562 (600- ¹ / ₂)	1240-1 562 (600-1)	1240-1 562 (600-1 ¹ / ₄)	1240-1 562 (600-1 ¹ / ₄)	1240-1 562 (600-1 ¹ / ₂)
CIRCLING	1240-1 556 (600-1)	1240-1 556 (600-1 ¹ / ₂)	1240-2 556 (600-2)	1400-2 716 (800-2 ¹ / ₂)	1400-2 716 (800-2 ¹ / ₂)

MIKIE FIX MINIMUMS

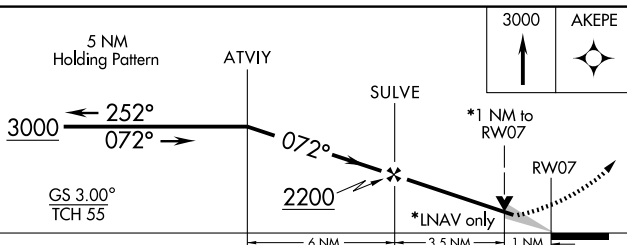
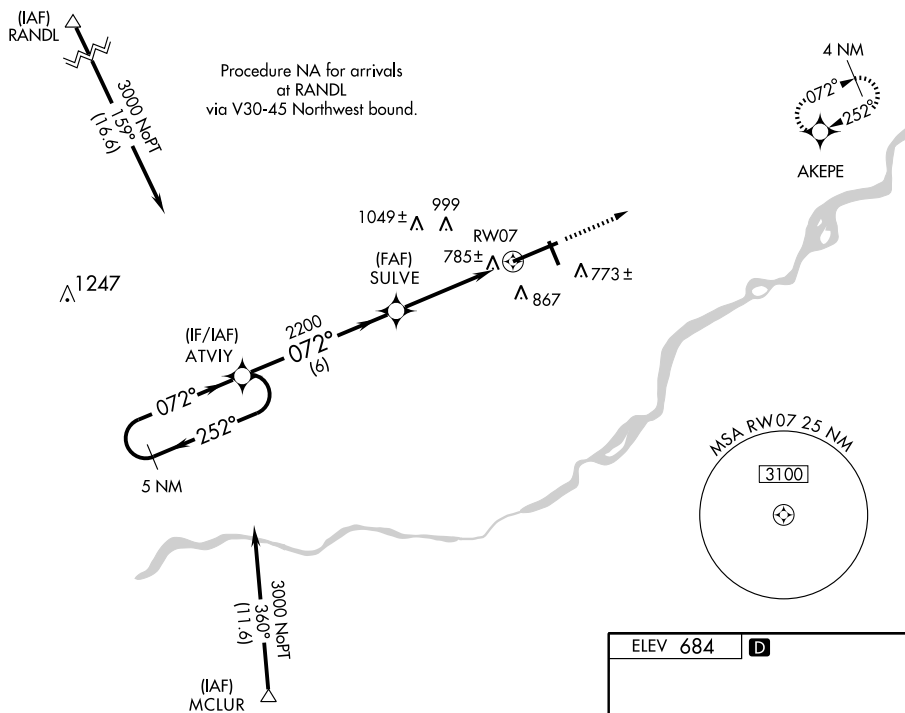
S-LOC 25	1060- ¹ / ₂ 382 (400- ¹ / ₂)	1060- ³ / ₄ 382 (400- ³ / ₄)
CIRCLING	1180-1 496 (500-1)	1180-1 496 (500-1 ¹ / ₂)

TOLEDO EXPRESS (TOL)

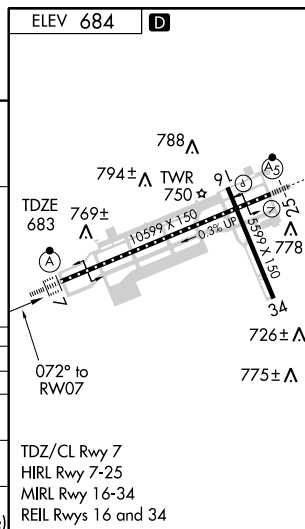
MISSED APPROACH: Climb to

T Baro-VNAV NA Below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. VDP and Baro VNAV NA when using Lambertville/Toledo Suburban altimeter setting. For inoperative ALSF, increase LNAV Cat. D/E visibility to RVR 6000, increase LPV visibility to RVR 6000 all Cats.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



CATEGORY	A	B	C	D	E
LPV DA	1018/40		335 (400-3/4)		
LNAP/ VNAV DA	1086/50		403 (500-1)		
LNAP MDA	1040/24 357 (400-1/2)			1040/50 357 (400-1)	
CIRCLING	1180-1 1/2 496 (500-1 1/2)			1240-2 556 (600-2)	1400-2 1/2 716 (800-2 1/2)



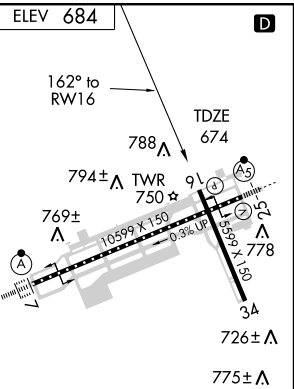
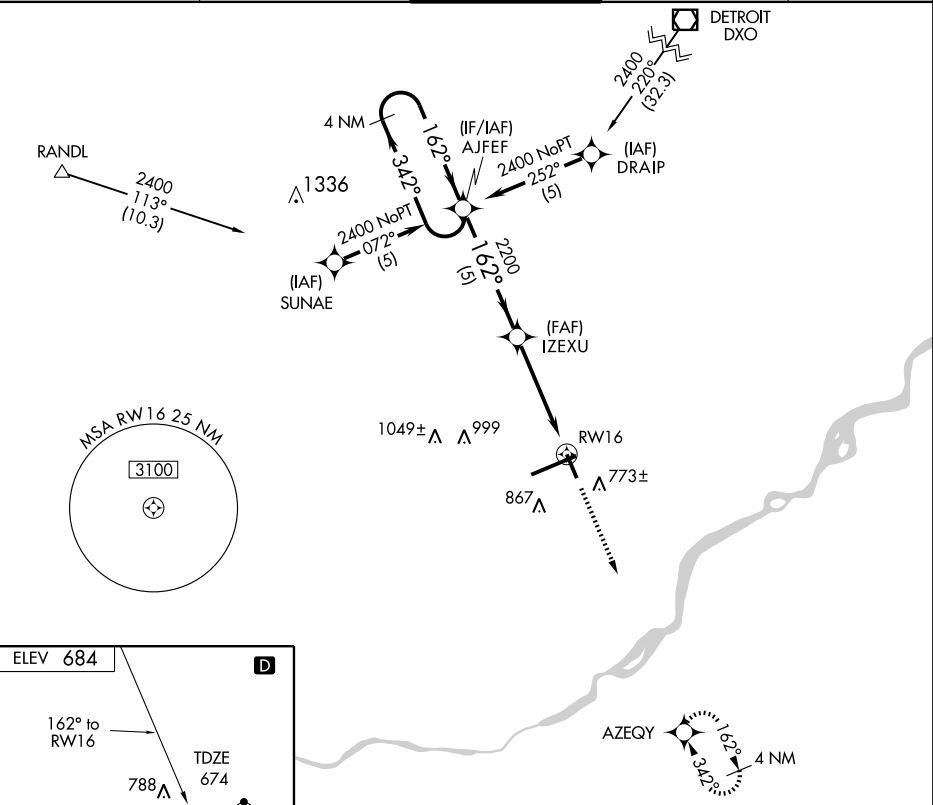
APP CRS	Rwy Idg	5599
162°	TDZE	674
	Apt Elev	684

RNAV (GPS) RWY 16

TOLEDO EXPRESS (TOL)

NA ASR	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2300 direct AZEQY WP and hold.
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ATIS 118.75 271.3	TOLEDO APP CON 134.35 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75 348.6
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TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwy 16 and 34

4 NM Holding Pattern		AJFEF		IZEXU		2300	AZEQY
2400		342°		162°		1 NM to RW16	
		162°		2200		RW16	
		3.04° TCH 50		5 NM		3.6 NM	
						1 NM	
CATEGORY	A	B	C	D	E		
LNAV MDA	1040-1 366 (400-1)			1040-1¼ 366 (400-1¼)		NA	
CIRCLING	1180-1 496 (500-1)		1180-1½ 496 (500-1½)		1240-2 556 (600-2)		NA

▼

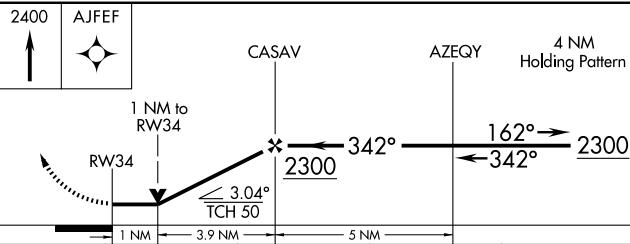
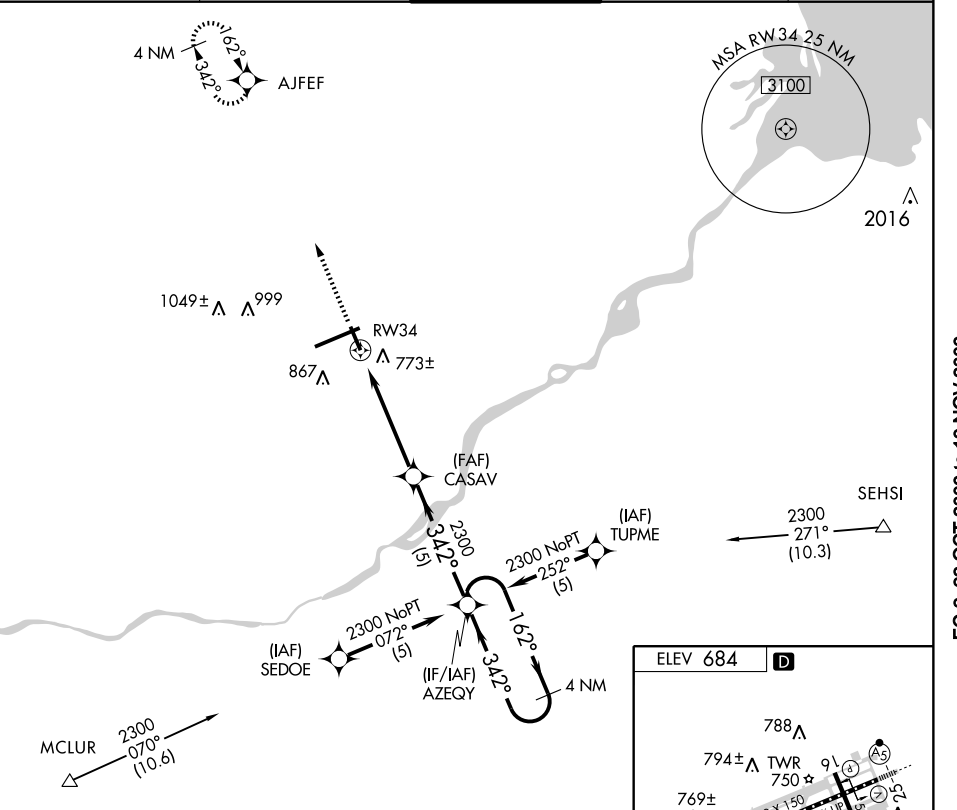
NA

ASR

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400
direct AJFEF WP and hold.

ATIS 118.75 271.3	TOLEDO APP CON 134.35 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75 348.6
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CATEGORY	A	B	C	D
LNAV MDA	1040-1	372 (400-1)		1040-1¼ 372 (400-1¼)
CIRCLING	1180-1	496 (500-1)	1180-1½ 496 (500-1½)	1240-2 556 (600-2)

ELEV 684

D

This section provides a detailed view of the runway and taxiway area. It shows the runway (RW34) and taxiway (TWY 34) with various navigation aids and obstacles. Key features include:

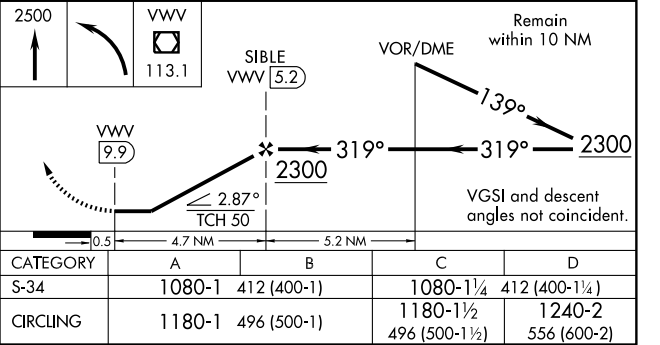
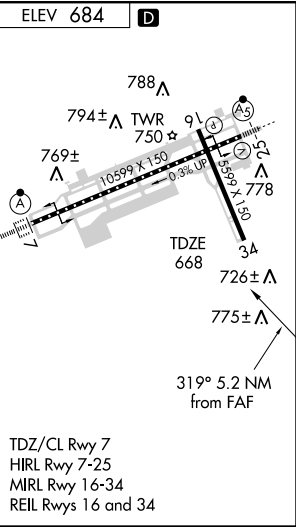
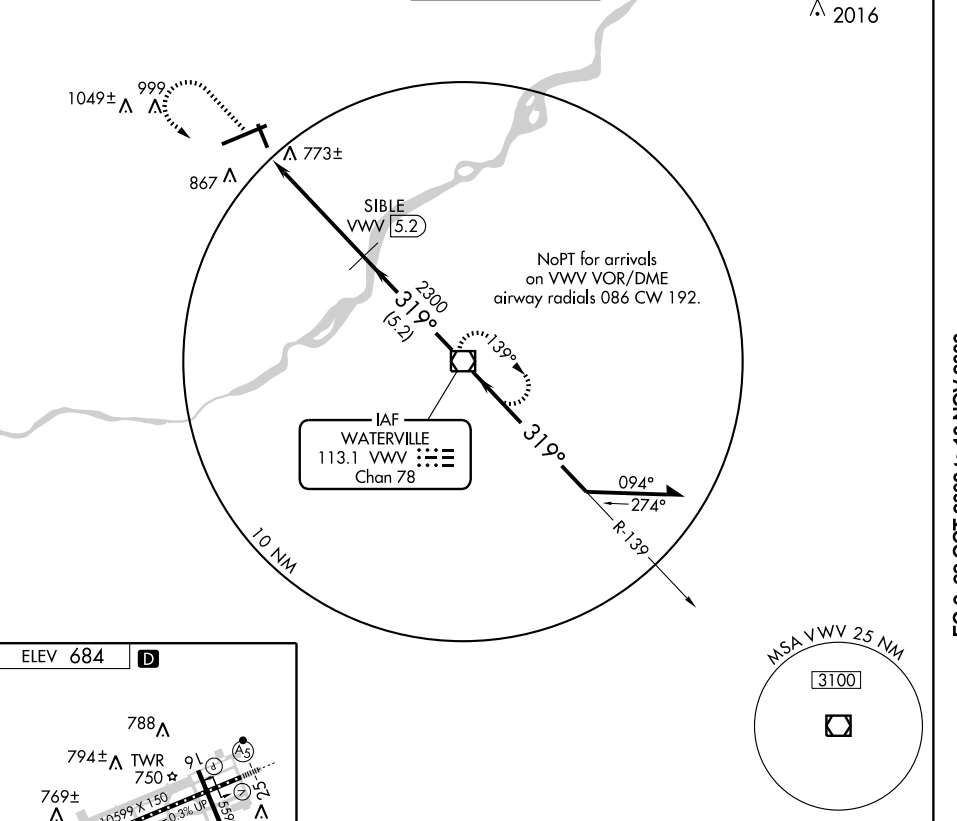
- Waypoints:** TWR 750, TUPME, SEHSI, and various other waypoints.
- Altitudes:** 788, 794±, 769±, 778, 726±, 775±, 726±, 775±.
- Navigation Aids:** MCLR (2300 070° (10.6)), MSA RW34 2.5 NM (3100), and various VORTAC stations.
- Obstacles:** 1049±, 867, 773±, 788, 794±, 769±, 778, 726±, 775±.
- Chart Scale:** 1:50,000.

EC-2, 22 OCT 2009 to 19 NOV 2009

ASR

MISSED APPROACH: Climb to 2500, then left turn direct VWV VOR/DME and hold.

ATIS 118.75 271.3	TOLEDO APP CON 134.35 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75 348.6
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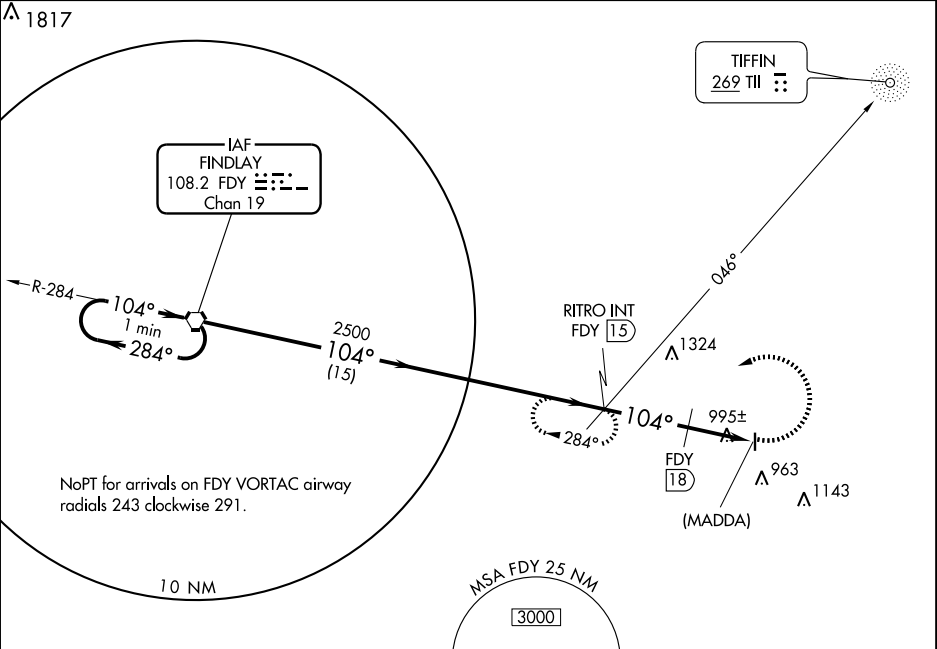


VORTAC FDY 108.2 Chan 19	APP CRS 104°	Rwy Idg TDZE Apt Elev	N/A N/A 830
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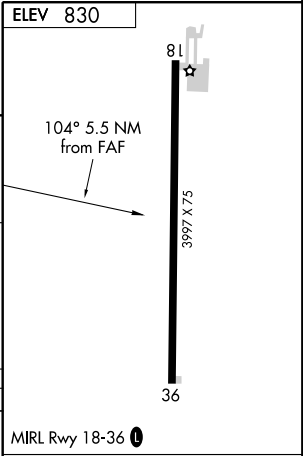
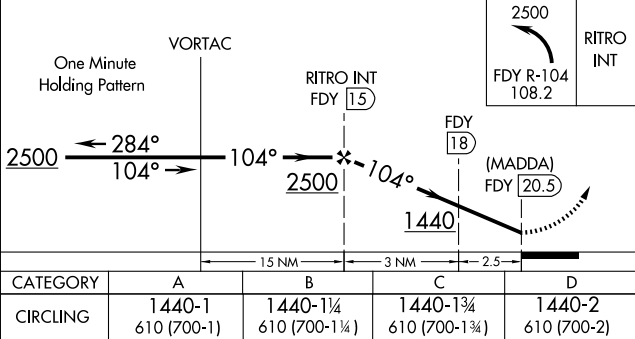
VOR or GPS-A

UPPER SANDUSKY / WYANDOT COUNTY (56D)

<div><div><div></div><div>NA</div></div></div> <div>Use Findlay altimeter setting.</div>		<div>MISSED APPROACH: Climbing left turn to 2500 via FDY R-104 to RITRO Int/15 DME and hold.</div>	
<div>FINDLAY ASOS</div> <div>124.425</div>	<div>MANSFIELD APP CON ★</div> <div>124.2 390.8</div>	<div>CTAF</div> <div>122.9</div>	<div>123.05</div> <div>0</div>



DME or ADF REQUIRED



DME MINIMUMS					FAF to MAP 5.5 NM					
CIRCLING	1340-1 510 (600-1)	1340-1¼ 510 (600-1¼)	1340-1½ 510 (600-1½)	1380-2 550 (600-2)	Knots	60	90	120	150	180
					Min:Sec	5:30	3:40	2:45	2:12	1:50

APP CRS	Rwy Idg	4400
022°	TDZE	1068
	Apt Elev	1068

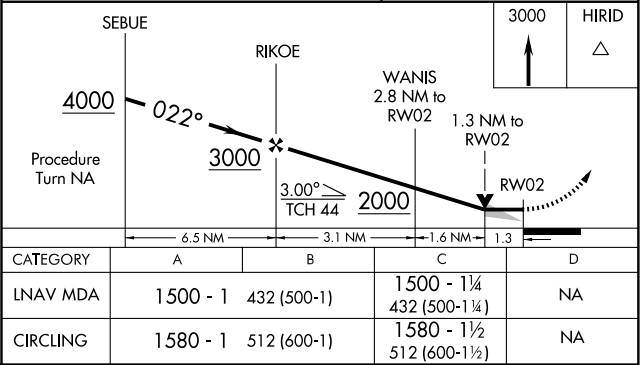
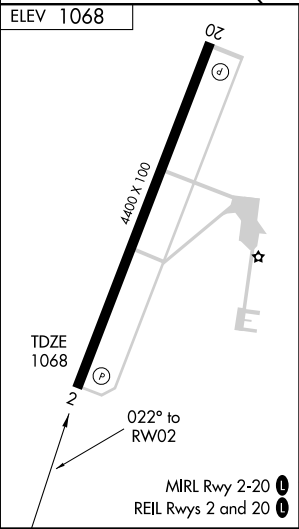
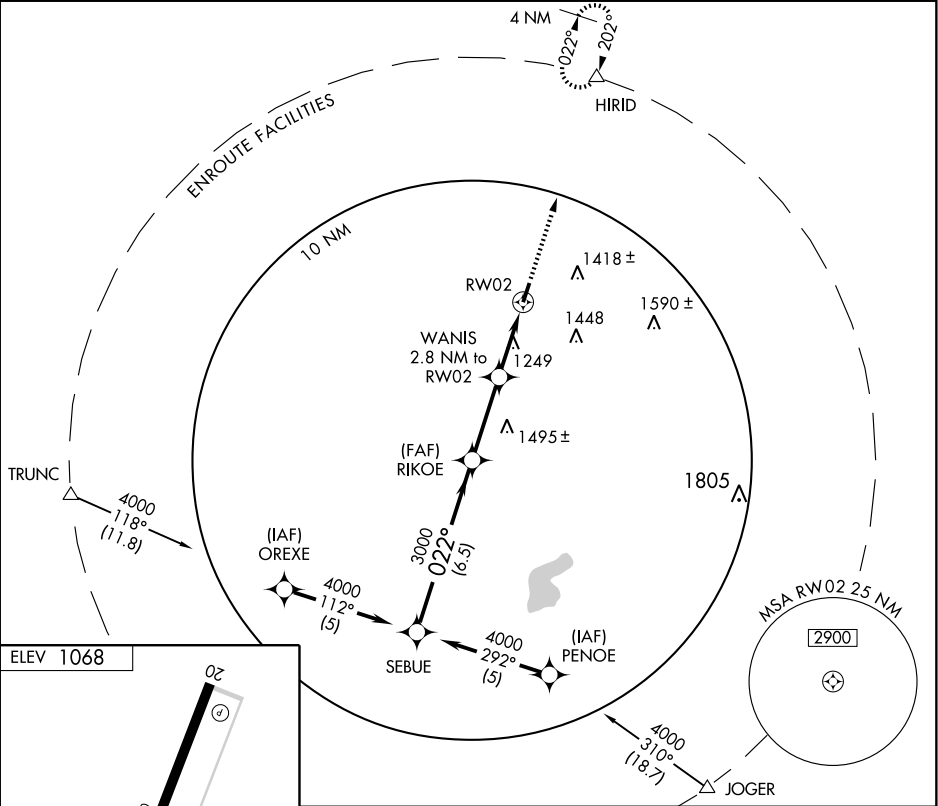
RNAV (GPS) RWY 2

URBANA / GRIMES FIELD (I74)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HIRID WP and hold.

AWOS-3 118.325	DAYTON APP CON 118.425 294.5	UNICOM 122.7 (CTAF) 0
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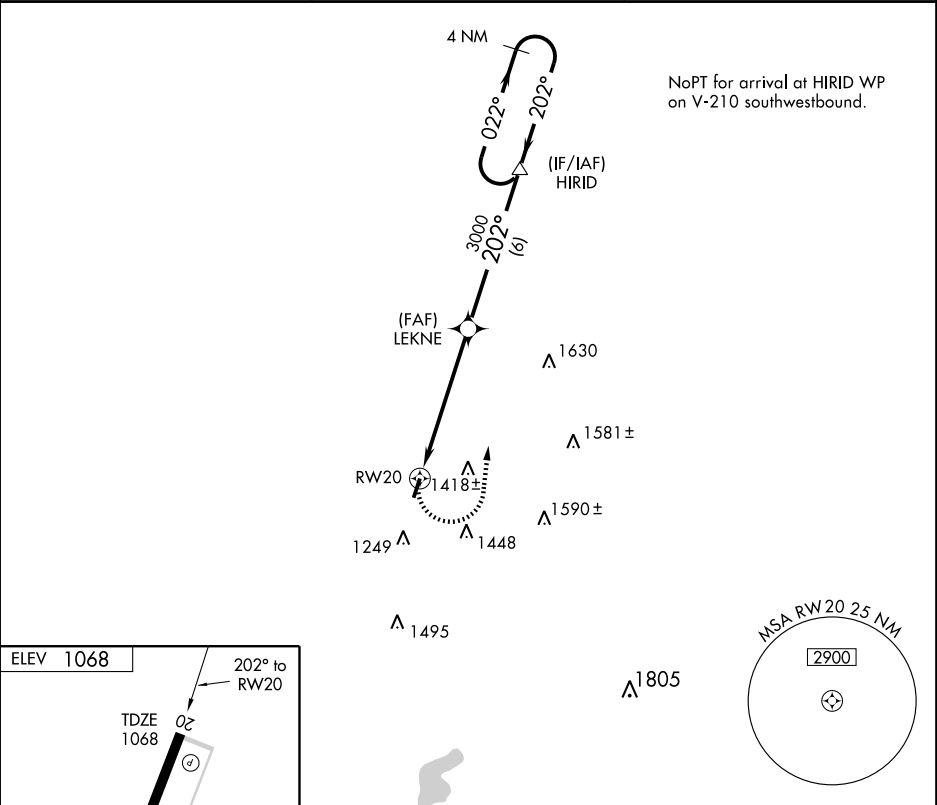
APP CRS	Rwy Idg	4400
202°	TDZE	1068
	Apt Elev	1068

RNAV (GPS) RWY 20

URBANA / GRIMES FIELD (I74)

DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 3000 direct HIRID WP and hold.
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AWOS-3 118.325	DAYTON APP CON 118.425 294.5	UNICOM 122.7 (CTAF) 0
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	3000	HIRID	LEKNE	HIRID	4 NM Holding Pattern
		△	✱		
	1.4 NM to RW20		3000	202°	022° → 3000
				← 202°	
	1.4	4.2 NM	6 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1560 - 1	492 (500-1)	1560 - 1¼ 492 (500-1¼)	NA	
CIRCLING	1580 - 1	512 (600-1)	1580 - 1½ 512 (600-1½)	NA	

MIRL Rwy 2-20 0
REIL Rws 2 and 20 0

VORTAC ROD 117.5 Chan 122	APP CRS 130°	Rwy Idg TDZE Apt Elev 1068	N/A N/A
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VOR-A

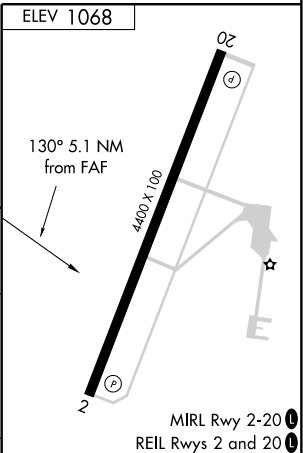
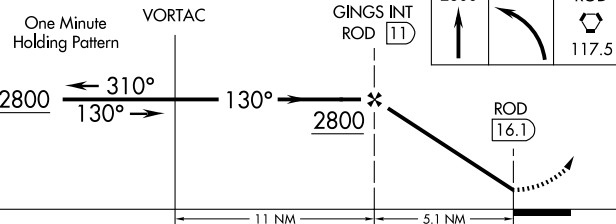
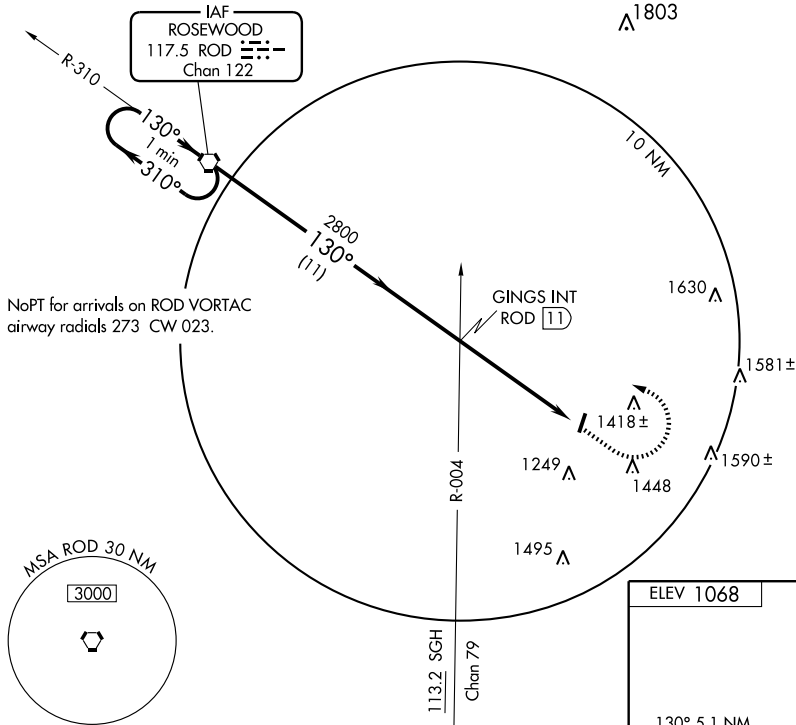
URBANA / GRIMES FIELD (I74)

MISSED APPROACH: Climb to 2800 then left turn
direct ROD VORTAC and hold.

AWOS-3
118.325

DAYTON APP CON
118.425 294.5

UNICOM
122.7 (CTAF) 0

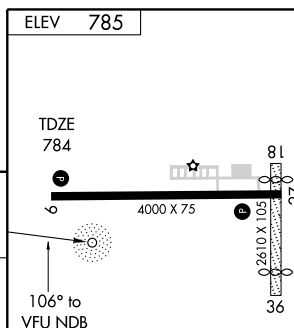
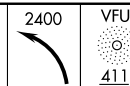
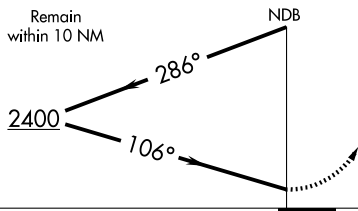
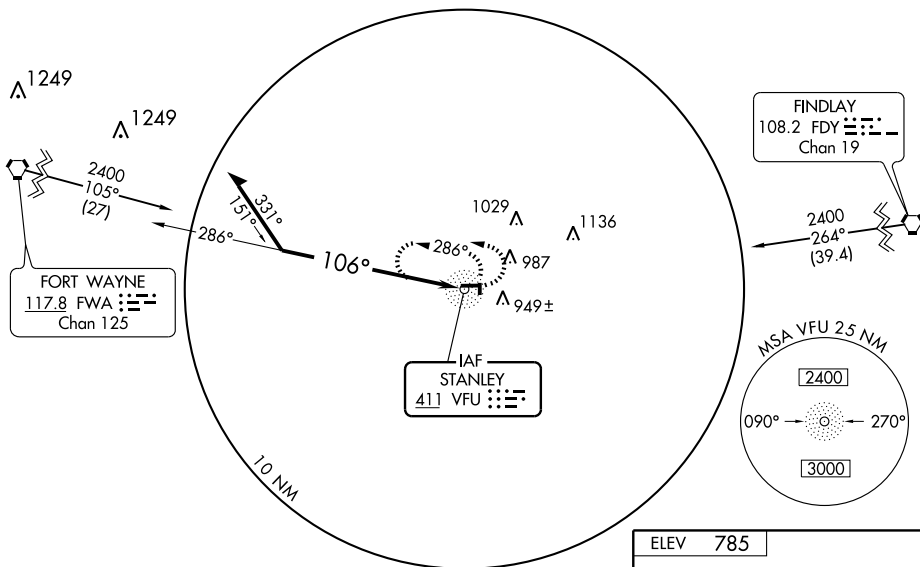


CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
CIRCLING	1580-1	512 (600-1)	1580-1½ 512 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

MISSED APPROACH: Climbing left turn to 2400 in VFU NDB holding pattern.

T When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase Cat C and D visibility $\frac{1}{4}$ mile.

UNICOM
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
S-9	1420-1	636 (700-1)	1420-1 ³⁴ 636 (700-1 ³⁴)	1420-2 636 (700-2)
CIRCLING	1420-1	635 (700-1)	1420-1 ³⁴ 635 (700-1 ³⁴)	1420-2 635 (700-2)

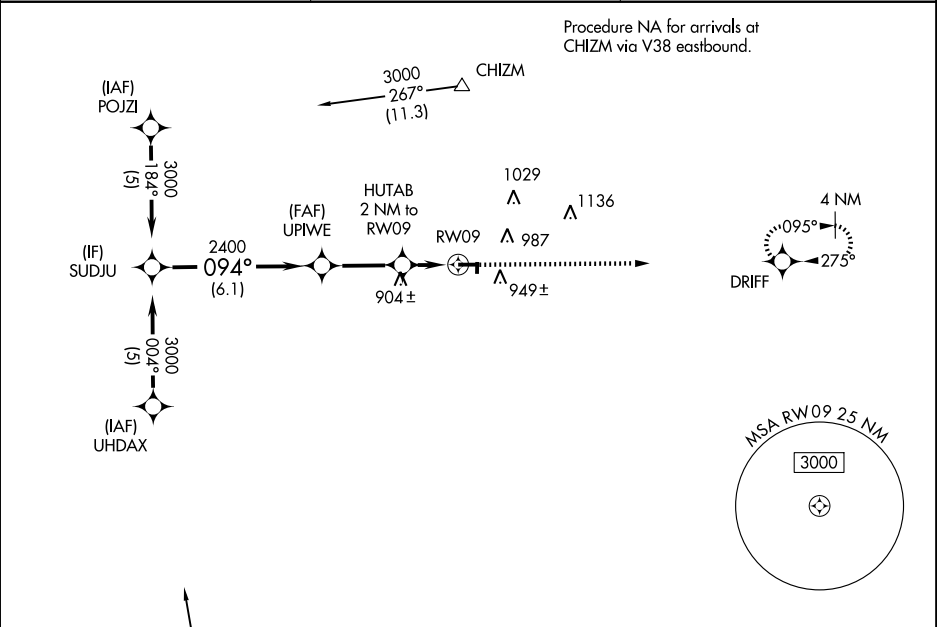
MIRL Rwy 9-27 **L**
REIL Rwy 9 and 27 **L**

APP CRS 094°	Rwy Idg	4000
	TDZE	784
	Apt Elev	785

RNAV (GPS) RWY 9
VAN WERT COUNTY (V'N'W)

<p>▼ ▲</p> <p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct DRIFT and hold.</p>
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<p>AWOS-3 125.175</p>	<p>FORT WAYNE APP CON 127.2 284.6</p>	<p>UNICOM 123.0 (CTAF) 1</p>
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3000
355°
(16.7)

BOOKS

Procedure NA for arrivals at
BOOKS via V55 southeast bound.

1375

SUDJU

3000

094°

UPIWE

2400

3.04°
TCH 40

1460

HUTAB
2 NM to RW09

1.1 NM
to RW09

RW09

Procedure Turn NA

VGSI and descent angles not coincident.

6.1 NM

2.9 NM

0.9 NM

1.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1160-1 376 (400-1)			1160-1¼ 376 (400-1¼)
CIRCLING	1340-1 555 (600-1)		1340-1½ 555 (600-1½)	1340-2 555 (600-2)

ELEV 785

094° to RW09

4000 X 75

81

27

TDZE 784

02610 X 105

36

MIRL Rwy 9-27 1

REIL Rwy 9 and 27 1

APP CRS 275°	Rwy Idg TDZE Apt Elev	4000 785 785
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RNAV (GPS) RWY 27

VAN WERT COUNTY (VNW)

VAN WERT COUNTY (VNW)




DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility $\frac{1}{4}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Fort Wayne altimeter setting.

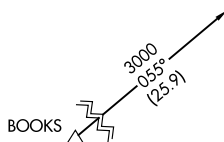
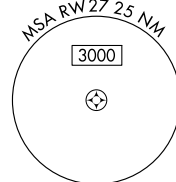
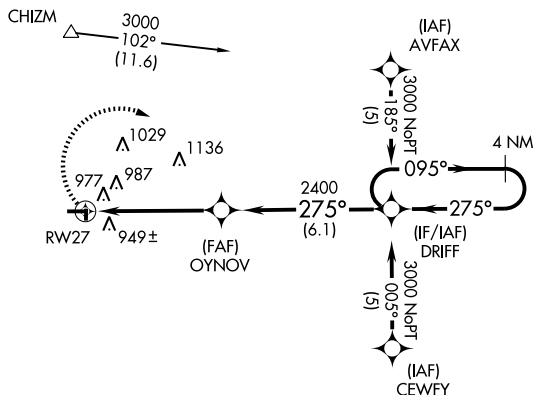
MISSED APPROACH: Climbing right turn to 3000 direct DRIF and hold.

AWOS-3
125.175

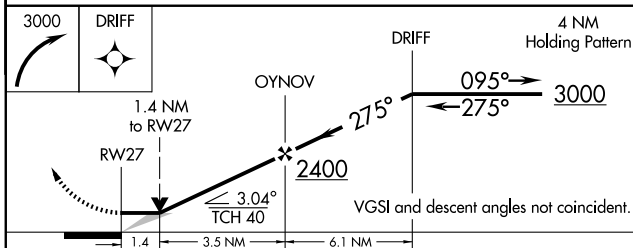
FORT WAYNE APP CON
127.2 284.6

UNICOM
123.0 (CTAF) 

Procedure NA for arrivals at
CHIZM via V38 westbound.

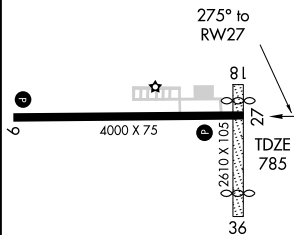


Procedure NA for arrivals at
BOOKS via V14 southwest bound.



CATEGORY	A	B	C	D
INAV MDA	1280-1	495 (500-1)	1280-1 $\frac{1}{4}$ 495 (500- $\frac{1}{4}$)	1280-1 $\frac{1}{2}$ 495 (500-1 $\frac{1}{2}$)
CIRCLING	1340-1	555 (600-1)	1340-1 $\frac{1}{2}$ 555 (600- $\frac{1}{2}$)	1340-2 555 (600-2)

ELEV	785
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MIRL Rwy 9-27 **L**
REIL Rwys 9 and 27 **L**

MISSED APPROACH: Climb to 2700
direct WEGLU and hold.

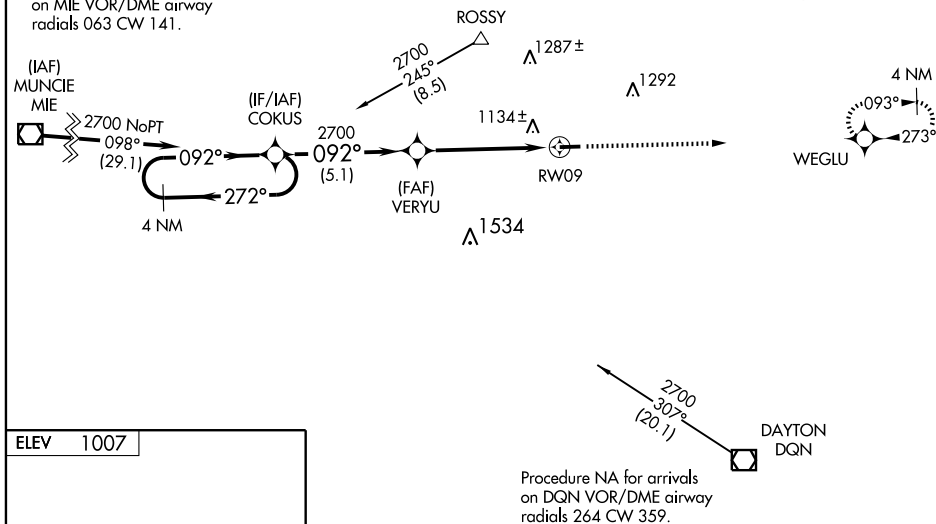
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A NA Obtain local altimeter setting on CTAF; when not received,
 use James M. Cox Dayton Intl altimeter setting.

AWOS-3
123.75

DAYTON APP CON
134.45 352.05

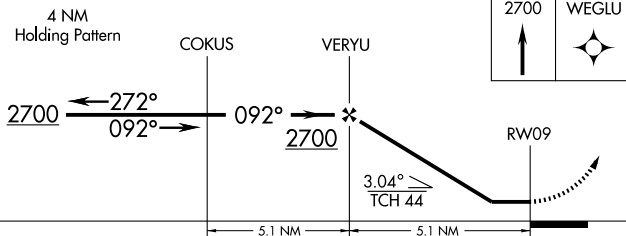
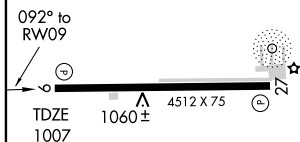
UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals
on MIE VOR/DME airway
radials 063 CW 141.



EC-2. 22 OCT 2009 to 19 NOV 2009

ELEV 1007

REIL Rwy 9 and 27 **L**MIRL Rwy 9-27 **L**

CATEGORY	A	B	C	D
LNAV MDA	1400-1	393 (400-1)		NA
CIRCLING	1440-1 433 (500-1)	1460-1 453 (500-1)		NA
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1	433 (500-1)		NA
CIRCLING	1500-1	493 (500-1)		NA

MISSED APPROACH: Climb to 2700
direct COKUS and hold.

DAYTON APP CON
134.45 352.05

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals
at ROD VORTAC via V47
NE bnd.

(IAF)
ROSEWOOD
ROD

1534

DAYTON
DON

MSA RW 27 25 NM

2700

ELEV 1007

Procedure NA for arrivals
at DQN VOR/DME on airway
radials 359 CW 008.

2700	COKUS
------	-------

4 NM
Holding Pattern273° to
RW/27

RW27

BLUMR

WEGLU

$$\begin{array}{r} 093^\circ \rightarrow \\ \hline 2700 \end{array}$$

2700

[illegible]

12

$$\frac{Z_3}{TCH}$$

CATEGORY	A	B	C	D
LNAV MDA	1380-1	373 (400-1)	NA	
CIRCLING	1440-1 433 (500-1)	1460-1 453 (500-1)	NA	
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1	433 (500-1)	NA	
CIRCLING	1500-1	493 (500-1)	NA	

REIL Rwys 9 and 27 **L**MIRL Rwy 9-27 **L**

APP CRS	Rwy Idg	3400
018°	TDZE	972
	Apt Elev	974

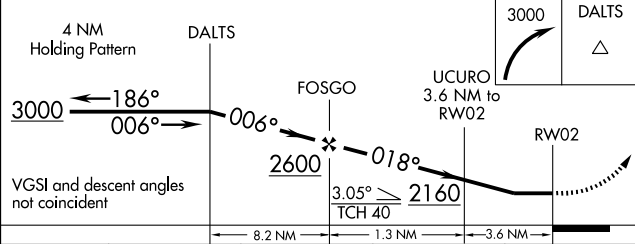
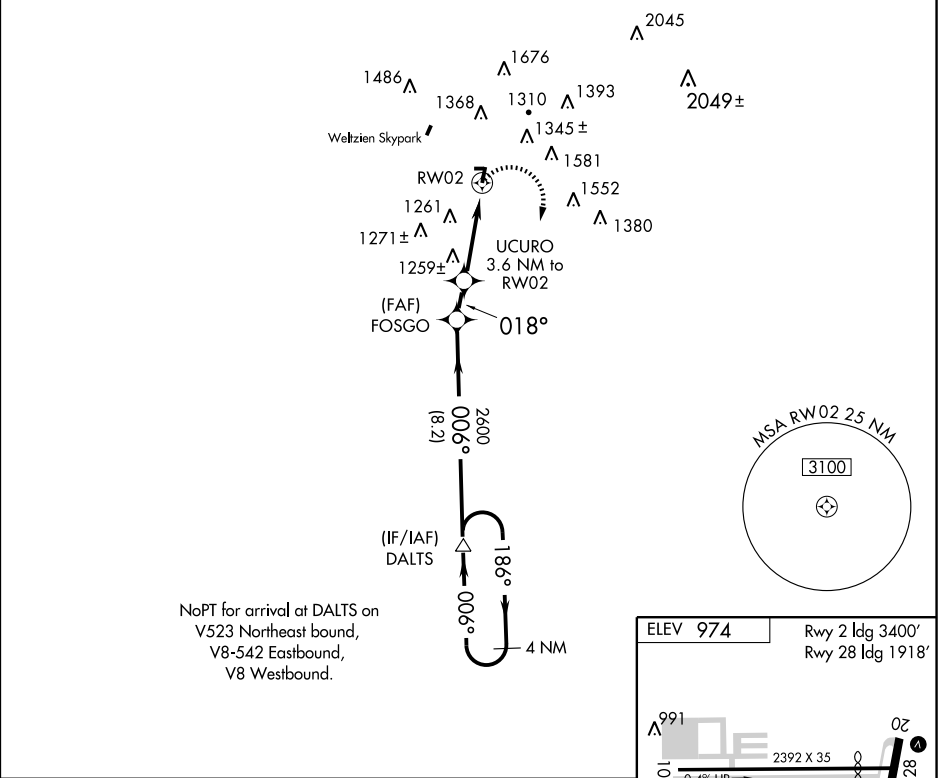
RNAV (GPS) RWY 2
WADSWORTH MUNI (3G3)

T Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet.

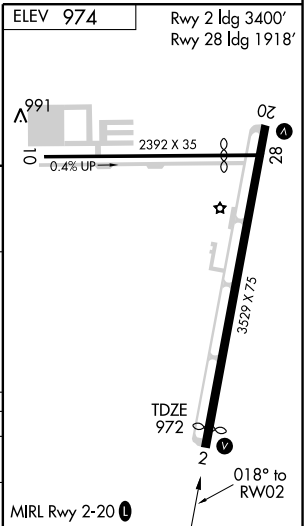
NA DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct DALTS and hold.

WAYNE COUNTY ASOS 118.075	AKRON-CANTON APP CON ★ 118.6 371.875	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1580-1	608 (700-1)	1580-1¾ 608 (700-1¾)	NA
CIRCLING	1660-1 686 (700-1)	1680-1 706 (800-1)	1680-2 706 (800-2)	NA



APP CRS	Rwy Idg	3529
198°	TDZE	974
	Apt Elev	974

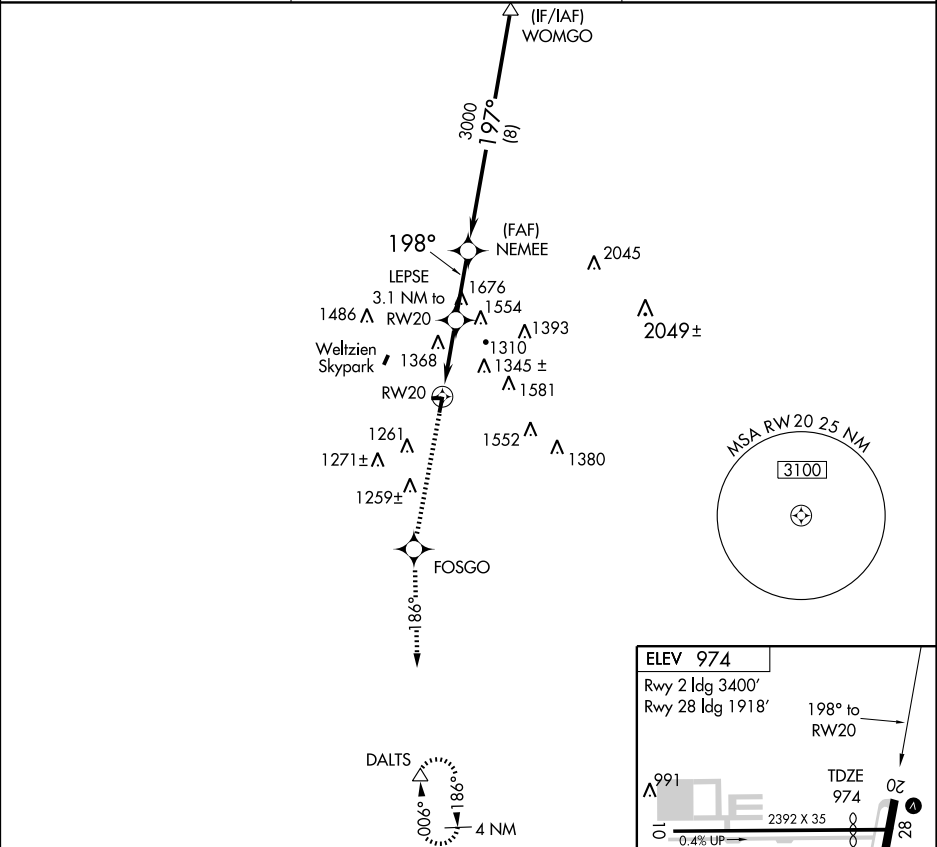
RNAV (GPS) RWY 20

WADSWORTH MUNI (3G3)

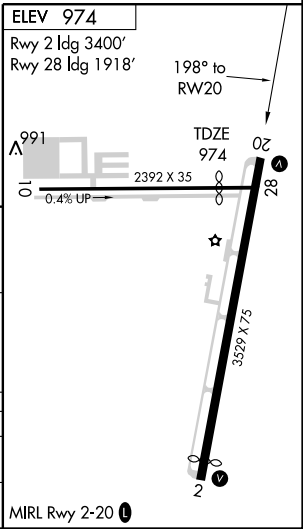
▼ Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night.

▲ NA MISSED APPROACH: Climb to 3000 direct FOSGO and via 186° track to DALTS and hold.

WAYNE COUNTY ASOS 118.075	AKRON-CANTON APP CON ★ 118.6 371.875	UNICOM 122.8 (CTAF) ①
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WOMGO	NEMEE		LEPSE 3.1 NM to RW20	3000 ↑	FOSGO TRK 186°	DALTS △
3000	197°		3000	198°		
Procedure Turn NA	VGSJ and descent angles not coincident.		2060	3.18°		TCH 40
	8 NM		3 NM	3.1 NM		
CATEGORY	A		B	C		D
LNAV MDA	1820-1 846 (900-1)		1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)		NA
CIRCLING	1820-1 846 (900-1)		1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)		NA



VOR/DME BSV 112.4 Chan 71	APP CRS 141°	Rwy Idg TDZE Apt Elev	N/A N/A 974
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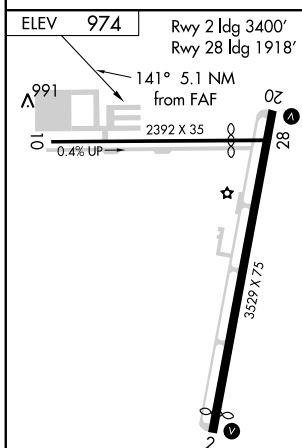
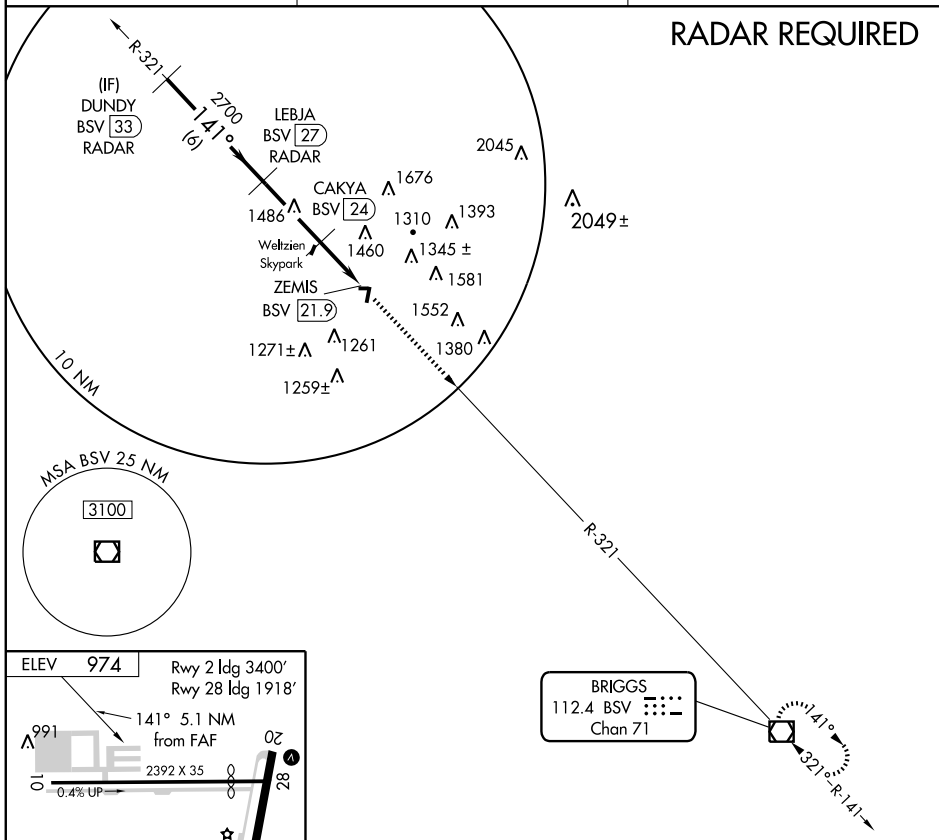
VOR/DME-A
WADSWORTH MUNI (3G3)

T Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. Circling NA

A NA West of Rwy 2-20. When VGS1 INOP, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

WAYNE COUNTY ASOS 118.075	AKRON-CANTON APP CON ★ 118.6 371.875	UNICOM 122.8 (CTAF) 0
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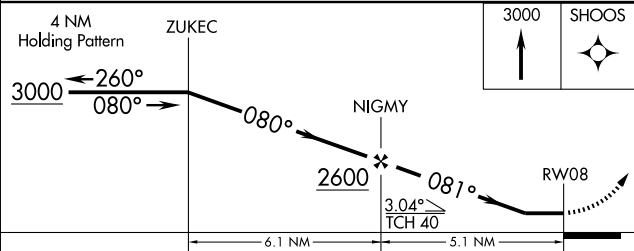
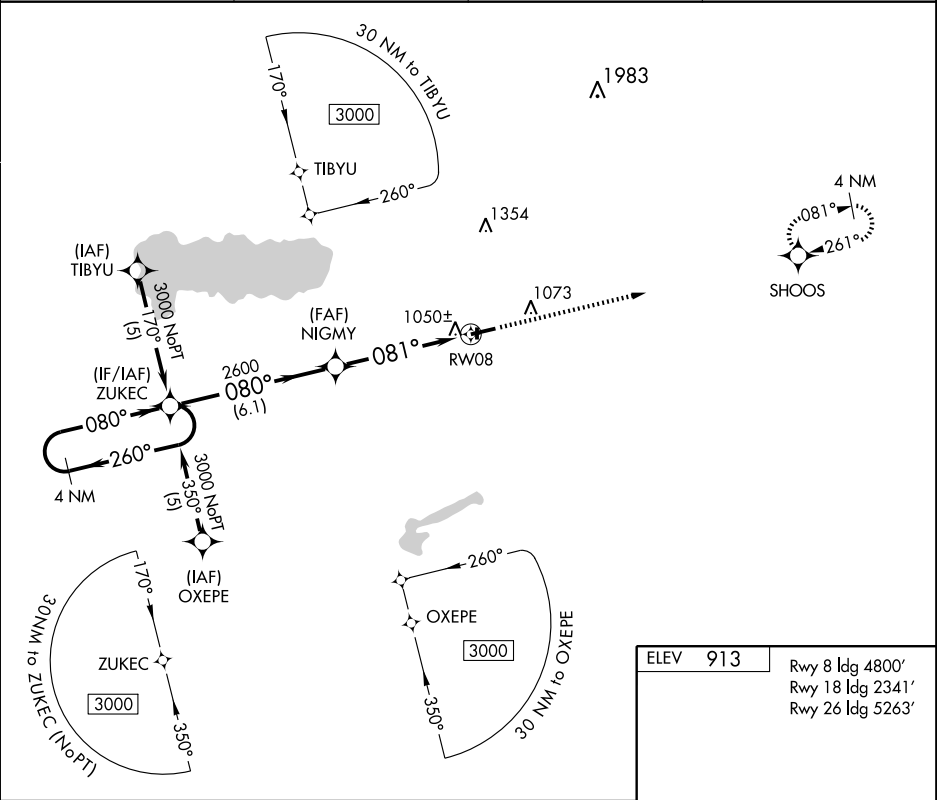
<div><div><div>DUNDY BSV 33 RADAR</div><div>3000</div></div><div><div>LEBJA BSV 27 RADAR</div><div>2700</div></div><div><div>CAKYA BSV 24</div><div>2500</div></div><div><div>ZEMIS BSV 21.9</div></div></div> <div><div><div>3000</div><div>↑</div><div>BSV</div><div>112.4</div></div></div>				
<div><div>141°</div><div>6 NM</div><div>3 NM</div><div>2.1 NM</div></div>				
CATEGORY	A	B	C	D
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA

APP CRS	Rwy Idg	4800
081°	TDZE	913
	Apt Elev	913

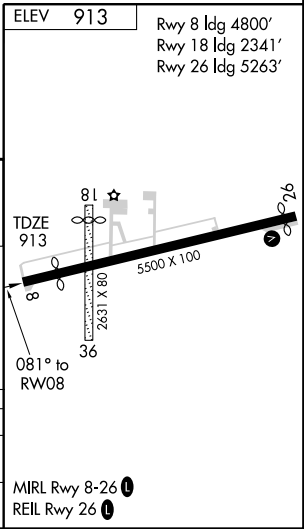
RNAV (GPS) RWY 8
WAPAKONETA/ NEIL ARMSTRONG (A.X.V)

<p>▼ ▲ NA</p>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct SHOOS and hold.
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AWOS-3 128.325	DAYTON APP CON 118.425 294.5	UNICOM 122.8 (CTAF)	122.7 0
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	467 (500-1)	1380-1¼ 467 (500-1¼)	NA
CIRCLING	1400-1 487 (500-1)	1440-1 527 (600-1)	1440-1½ 527 (600-1½)	NA



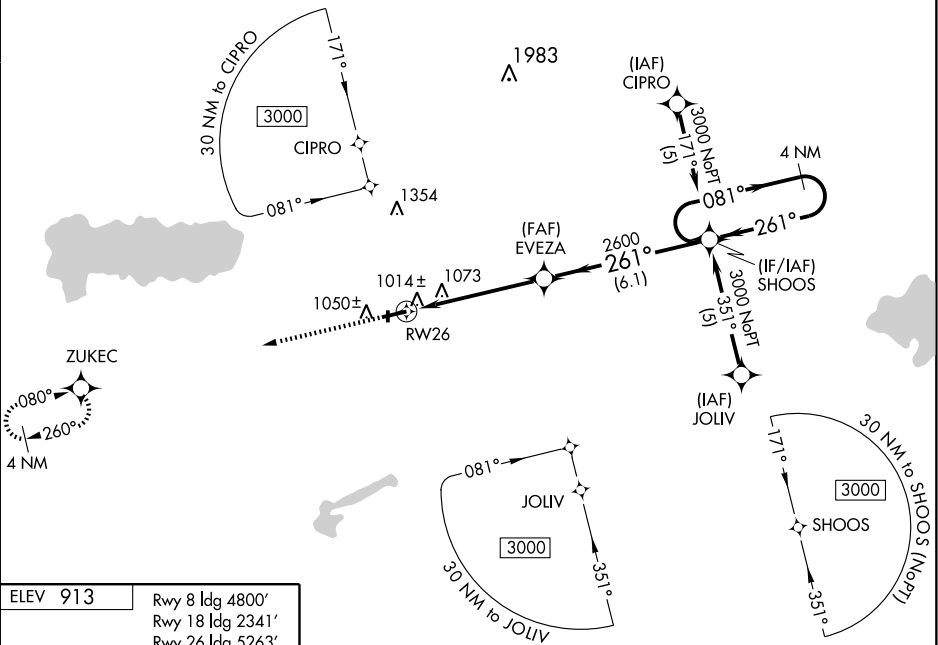
WAAS CH 72907 W26A	APP CRS 261°	Rwy ldg 5263 TDZE 910 Apt Elev 913
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RNAV (GPS) RWY 26
WAPAKONETA/ NEIL ARMSTRONG (A.XV)

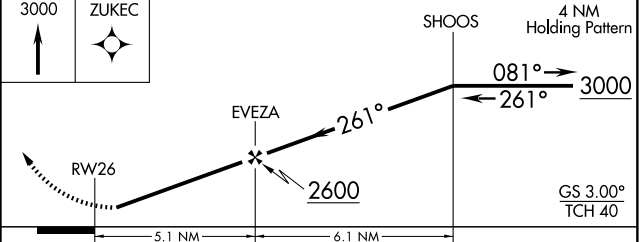
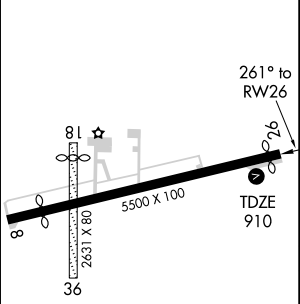
NA Baro-VNAV NA when using Lima altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase LPV DA to 1291, LNAV/VNAV DA to 1324, and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct ZUKEC and hold.

AWOS-3 128.325	DAYTON APP CON 118.425 294.5	UNICOM 122.8 (CTAF)	122.7 0
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ELEV 913	Rwy 8 ldg 4800'
	Rwy 18 ldg 2341'
	Rwy 26 ldg 5263'



CATEGORY	A	B	C	D
LPV DA	1241-1¼	331 (400-1¼)		NA
LNAV/VNAV DA	1274-1¼	364 (400-1¼)		NA
LNAV MDA	1440-1	530 (600-1)	1440-1½ 530 (600-1½)	NA
CIRCLING	1440-1	527 (600-1)	1440-1½ 527 (600-1½)	NA

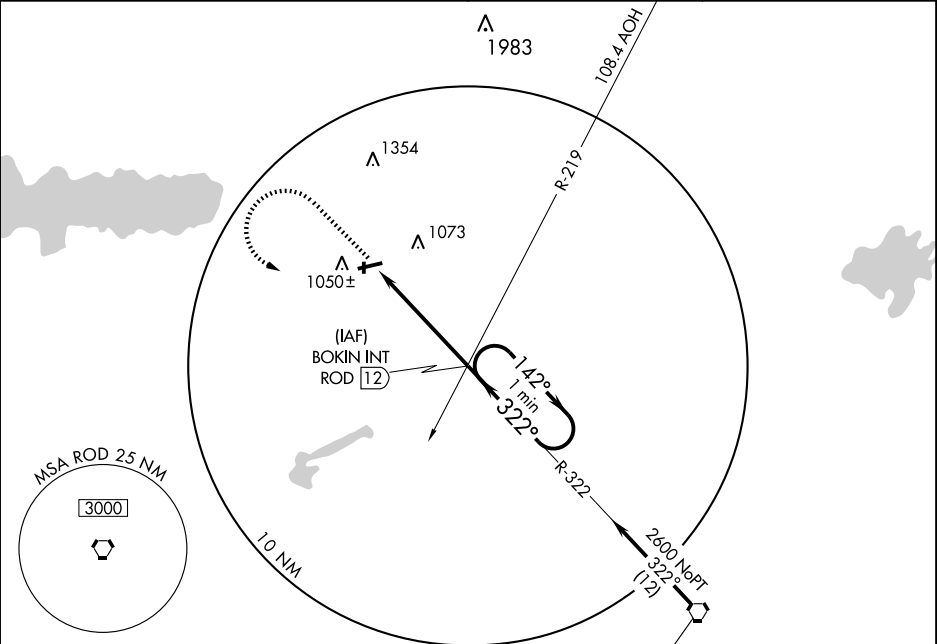
MIRL Rwy 8-26 **0**
REIL Rwy 26 **0**

VORTAC ROD	APP CRS	Rwy Idg TDZE	N/A
117.5	322°	Apt Elev	N/A
Chan 122			909

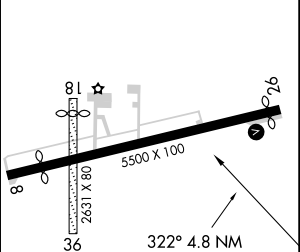
VOR-A

WAPAKONETA/ NEIL ARMSTRONG (A.X.V)

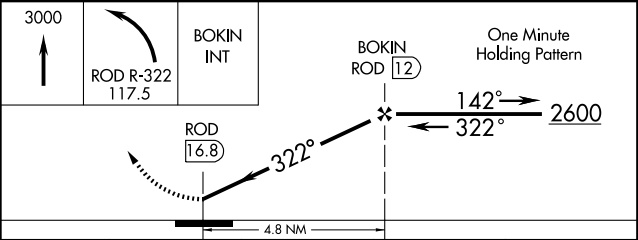
<div><div>▼</div><div>▲ NA</div></div>		MISSED APPROACH: Climb to 3000 then left turn via ROD R-322 to BOKIN Int/ROD 12 DME and hold.	
AWOS-3	DAYTON APP CON	UNICOM	122.7 0
128.325	118.425 294.5	122.8 (CTAF)	



ELEV 909	Rwy 8 ldg 4800'
	Rwy 18 ldg 2341'
	Rwy 26 ldg 5263'



MIRL Rwy 8-26 0
REIL Rwy 26 0



FAF to MAP 4.8 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1400-1 491 (500-1)	1440-1 531 (600-1)	1440-1½ 531 (600-1½)	NA
Min:Sec	4:48	3:12	2:24	1:55	1:36					

NDB CSS
414

APP CRS
223°

Rwy Idg	5097
TDZE	979
Apt Elev	980

NDB RWY 23

WASHINGTON COURT HOUSE/FAYETTE COUNTY (I23)

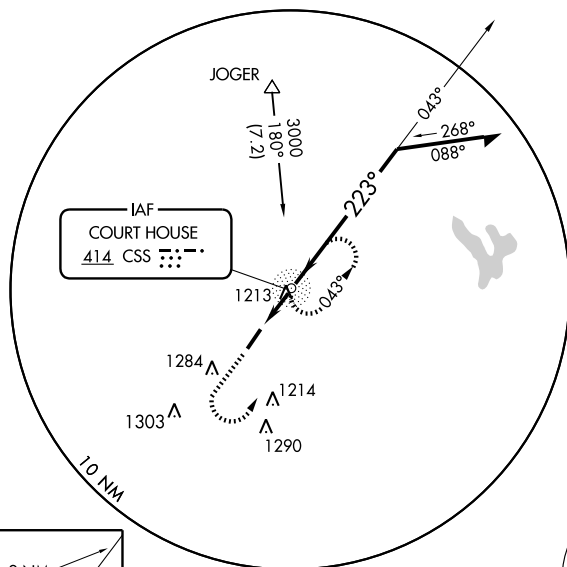
When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and circling visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct CSS NDB and hold.

AWOS-3
118.775

COLUMBUS APP CON
132.3 279.6

UNICOM
122.8 (CTAF) **L**



△ 1917

MSA CSS 25 NM

3000

ELEV	980
------	-----

223° 1.9 N
from FAF

979

5097 X 75

REIL Rwy 23 **L**
MIRL Rwy 5-23

FAF to MAP 1.9 NM

Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

2000

2600

CSS

NDB

Remain
within 10 NM

0430

 223°

1700

TCH 40

VGSI and descent
angles not coincident

CATEGORY

A

B

○

D

S-23

1580-1

601 (600-1)

1580-1

1580-2

CIRCUITO

1.500 1

100 / 100 11



1640-1

1640-2

APP CRS	Rwy Idg	5097
220°	TDZE	979
	Apt Elev	980


RNAV (GPS) RWY 23

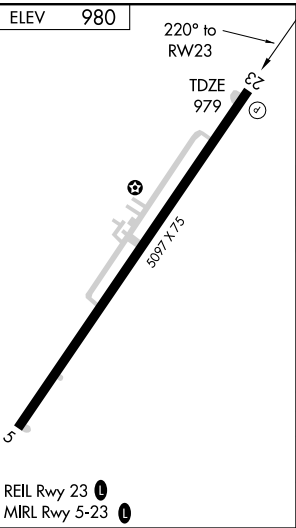
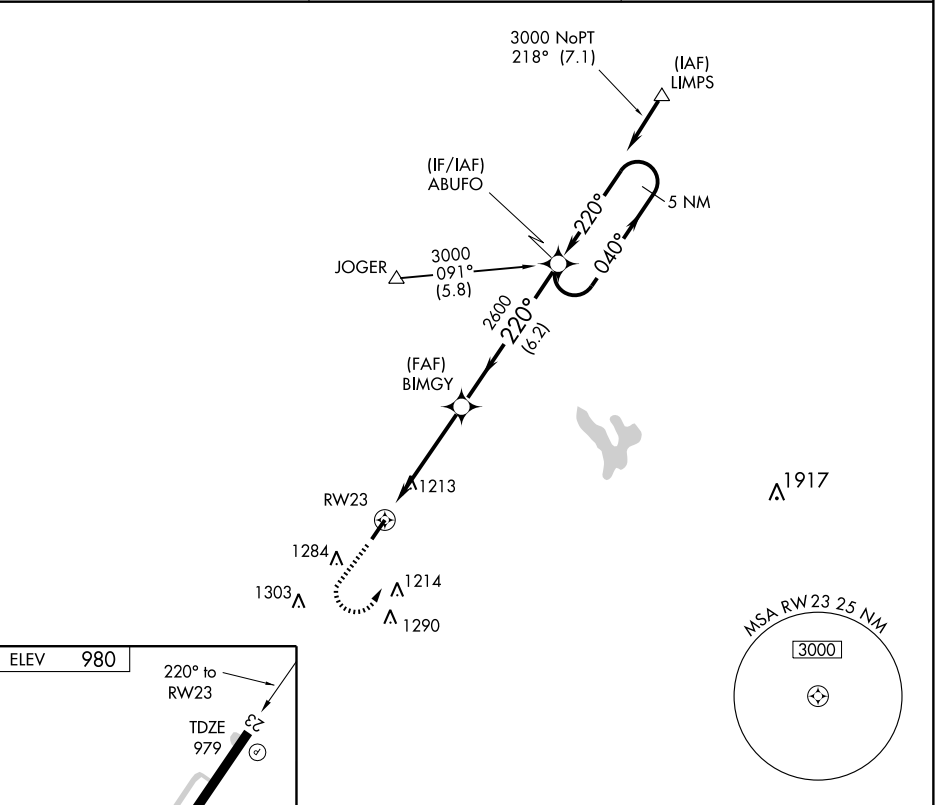
WASHINGTON COURT HOUSE/ FAYETTE COUNTY (I23)

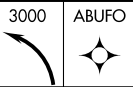






 NA



When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ABUFO and hold.

AWOS-3 118.775	COLUMBUS APP CON 132.3 279.6	UNICOM 122.8 (CTAF) 
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RW23		BIMGY		ABUFO	
≤ 3.05° TCH 40		2600		040° → 3000 ← 220°	
4.9 NM		6.2 NM		VGSI and descent angles not coincident.	
CATEGORY	A	B	C	D	
RNAV MDA	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	1540-1¾ 561 (600-1¾)	
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)	

REIL Rwy 23 
MIRL Rwy 5-23 

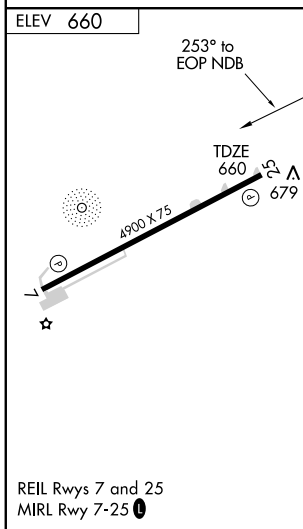
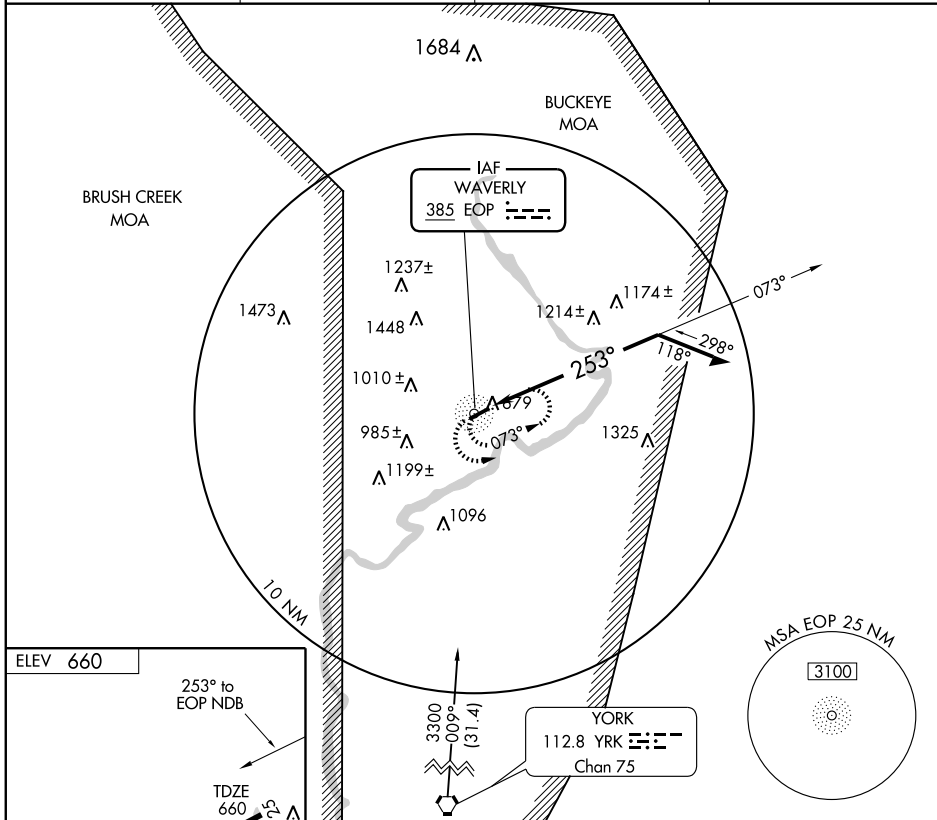
NDB EOP 385	APP CRS 253°	Rwy Idg TDZE Apt Elev	4900 660 660
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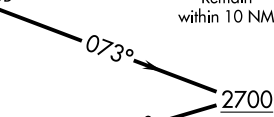
NDB RWY 25

WAVERLY / PIKE COUNTY (EOP)

Use Greater Portsmouth Rgnl altimeter setting; NA if not received, use Ross County altimeter setting.	MISSED APPROACH: Climbing left turn to 2700 in EOP NDB holding pattern.
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AWOS-A 118.4	GREATER PORTSMOUTH RGNL AWOS-3 125.175	INDIANAPOLIS CENTER 135.575 290.4	UNICOM 123.0 (CTAF)
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<div>2700</div> <div></div> <div>385</div>		<div>NDB</div> <div></div>		<div>Remain within 10 NM</div> <div></div>	
CATEGORY	A	B	C	D	
S-25	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)	
CIRCLING	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)	

APP CRS 068°	Rwy Idg TDZE Apt Elev	4900 660 660
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RNAV (GPS) RWY 7

WAVERLY/PIKE COUNTY (EOP)

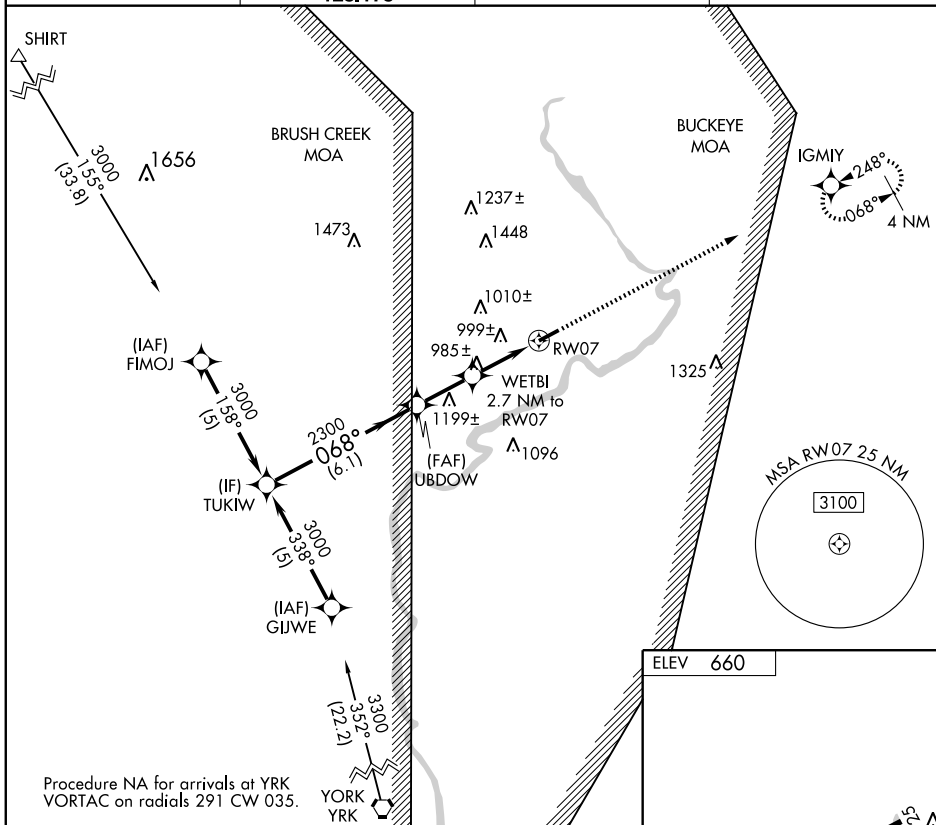
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C and D, and Circling Cats A, C, and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 direct IGMYY and hold.

AWOS-A
118.4

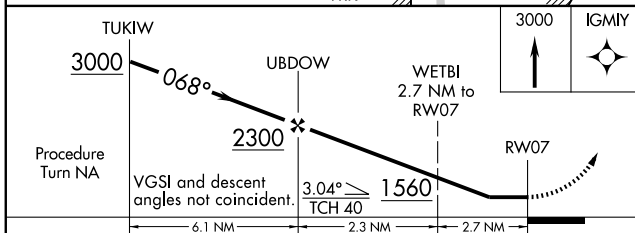
GREATER PORTSMOUTH RGNL
AWOS-3
125.175

INDIANAPOLIS CENTER
135.575 290.4

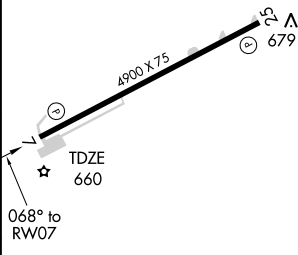
UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at YRK
VORTAC on radials 291 CW 035.

YORK
YRK



CATEGORY	A	B	C	D
LNAV MDA	1440-1 780 (800-1)	1440-1¼ 780 (800-1¼)	1440-2¼ 780 (800-2¼)	1440-2½ 780 (800-2½)
CIRCLING	1500-1 840 (900-1)	1520-1¼ 860 (900-1¼)	1520-2½ 860 (900-2½)	1520-2¾ 860 (900-2¾)



REIL Rwy 7 and 25
MIRL Rwy 7-25 **L**

APP CRS	Rwy Idg	4900
248°	TDZE	660
	Apt Elev	660

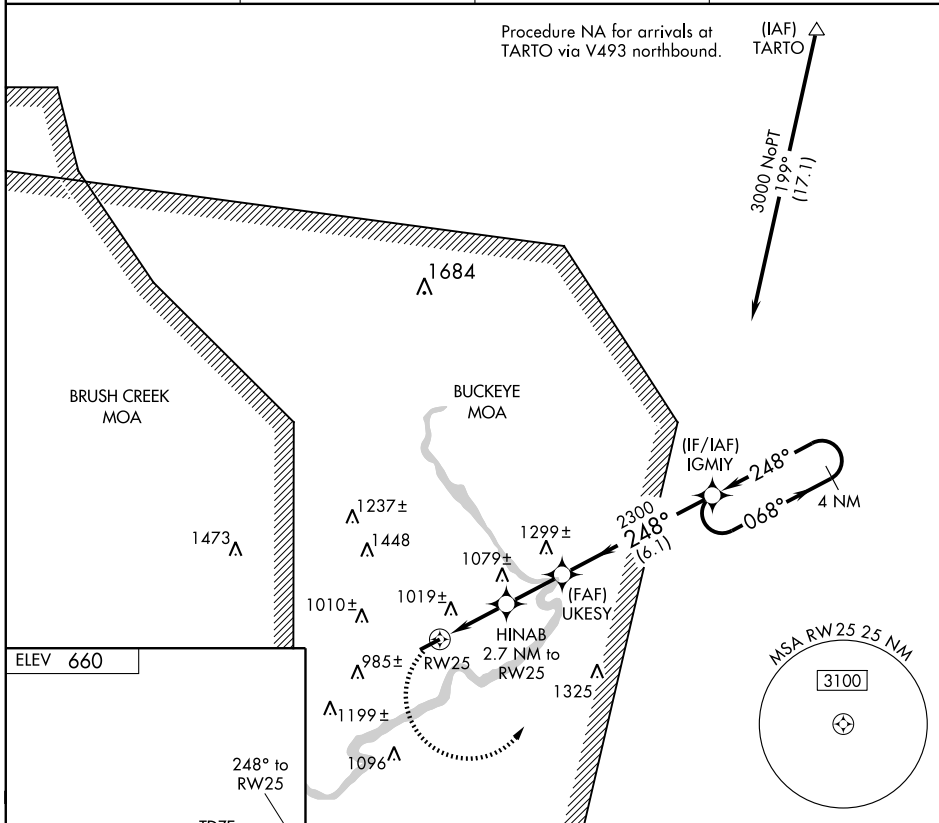
RNAV (GPS) RWY 25

WAVERLY/PIKE COUNTY (EOP)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct IGMYY and hold.

AWOS-A 118.4	GREATER PORTSMOUTH RGNL AWOS-3 125.175	INDIANAPOLIS CENTER 135.575 290.4	UNICOM 123.0 (CTAF) 1
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	3000	IGMYY	4 NM Holding Pattern	
	HINAB 2.7 NM to RW25	UKESY	248°	068° → 3000
	RW25	2300	248°	← 248°
	1560	≤ 3.04° TCH 40	VGSI and descent angles not coincident.	
	2.7 NM	2.3 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	1340-1	680 (700-1)	1340-2 680 (700-2)	1340-2¼ 680 (700-2¼)
CIRCLING	1500-1 840 (900-1)	1520-1¼ 860 (900-1¼)	1520-2½ 860 (900-2½)	1520-2¾ 860 (900-2¾)

REIL Rws 7 and 25

MIRL Rwy 7-25 **1**

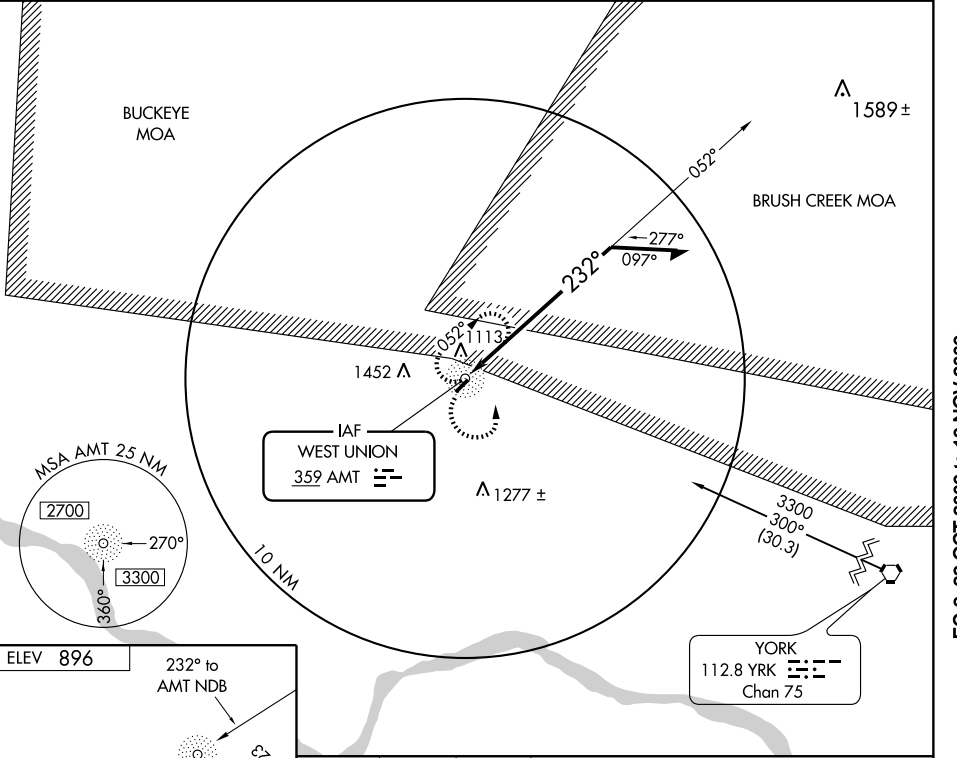
▼

▲ NA

Use Flemingsburg, Kentucky altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via heading 180°, then left turn direct AMT NDB and hold.

FLEMINGSBURG AWOS-3 118.125	INDIANAPOLIS CENTER 124.225 327.05	UNICOM 122.8 (CTAF) 0
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ELEV 896

232° to AMT NDB

TDZE 896

3762 x .65

0.3% UP

2800

HDG 180°

AMT 359

NDB

052°

232°

2800

Remain within 10 NM

REIL Rwy 23 0					
MIRL Rwy 5-23 0					
Knots	60	90	120	150	180
Min:Sec					
CATEGORY	A	B	C	D	
S-23	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA	
CIRCLING	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA	

EC-2: 22 OCT 2009 to 19 NOV 2009

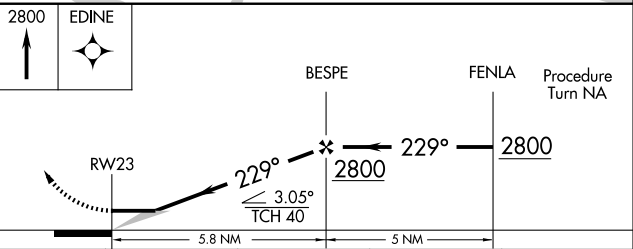
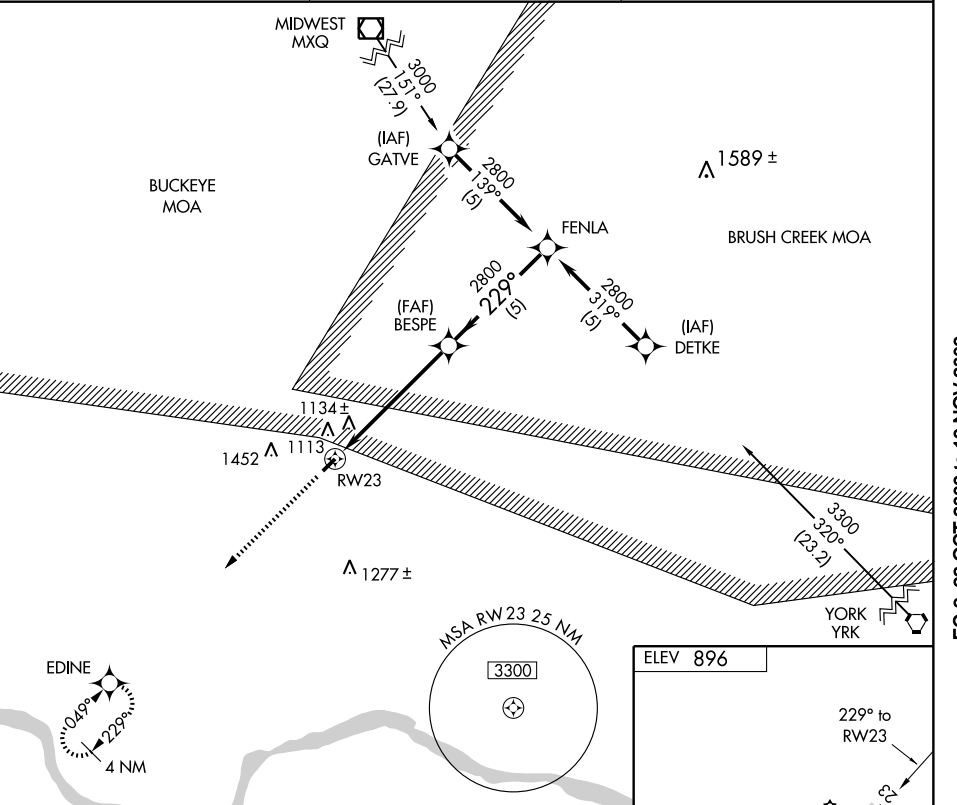
▼

▲ NA

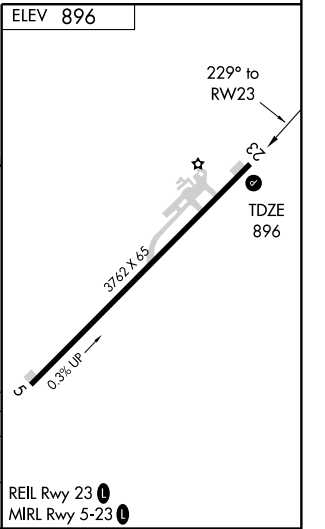
Use Flemingsburg, Kentucky altimeter setting.
DME/DME RNP-0.3 NA.


MISSED APPROACH: Climb to 2800 direct EDINE WP and hold.

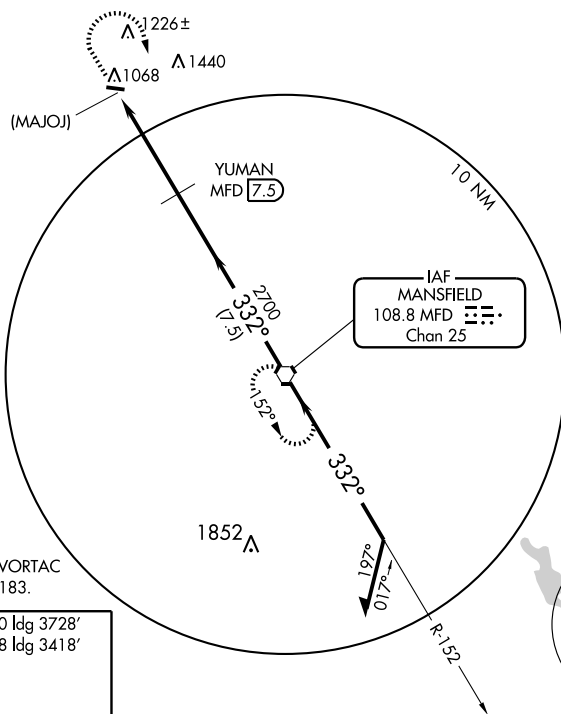
FLEMINSBURG AWOS-3 118.125	INDIANAPOLIS CENTER 124.225 327.05	UNICOM 122.8 (CTAF) 0
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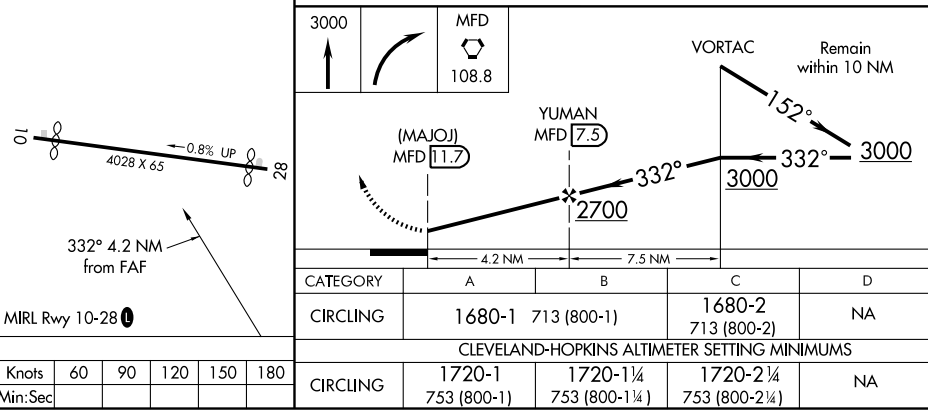
CATEGORY	A	B	C	D
RNAV MDA	1440-1	544 (600-1)	1440-1½ 544 (600-1½)	NA
CIRCLING	1600-1	704 (800-1)	1600-2 704 (800-2)	NA



 Use Mansfield altimeter setting; when not received, use Cleveland-Hopkins altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct MFD VORTAC and hold.
<div>MANSFIELD APP CON ★</div> <div>124.2 390.8</div>	<div>CTAF 0</div> <div>122.9</div>



ELEV 967	Rwy 10 ldg 3728'
	Rwy 28 ldg 3418'



ALPHE TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000, thence. . . .
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000, thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000, thence. . . .

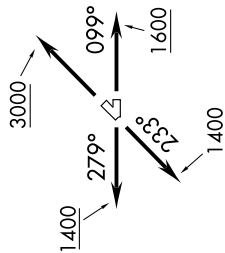
. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

- Rwy 5: Tree 1453' from DER, 725' right of centerline, 100' AGL/724' MSL.
Bldg 509' from DER, 429' right of centerline, 20' AGL/644' MSL.
Rwy 10: Pole 663' from DER, 64' right of centerline, 52' AGL/675' MSL.
Rwy 23: Tree 634' from DER, 561' right of centerline, 100' AGL/724' MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600' AGL/1207' MSL.
Rwy 28: Tree 1336' from DER, 699' left of centerline, 100' AGL/724' MSL.
Bldg 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.
Stacks 2.1 NM from DER, 4444' left of centerline, 600' AGL/1207' MSL.

TAKE-OFF MINIMUMS:

Rwys 5, 10, 23, 28: STANDARD.



NOTE: Chart not to scale.



ALPHE
△

3000
324°
(99)

HUDDZ
△

3000
*2200
267°
(22)

AMRST
△

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence, . . .
TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assign
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assign
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assign

..... or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2_CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2_VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

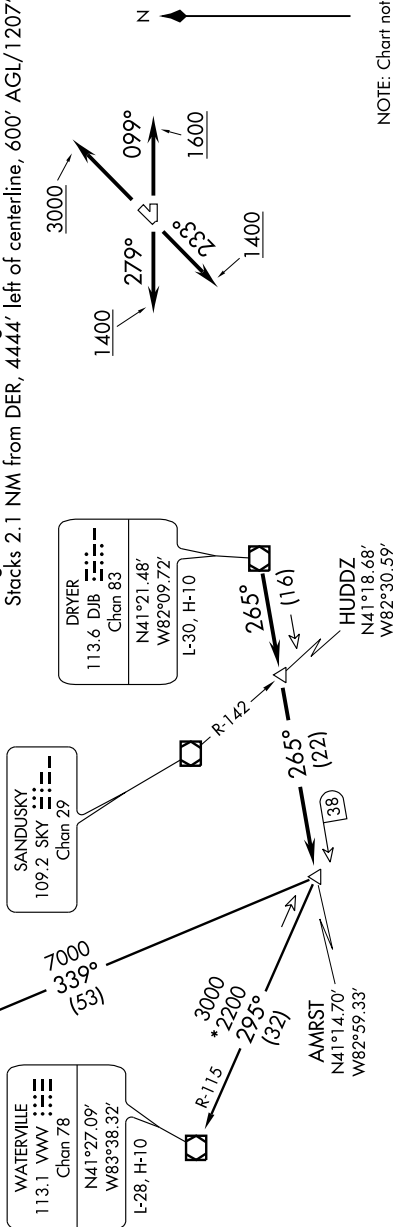
TAKE-OFF OBSTACLES:

Rwy 5: Tree 1453' from DER, 725' right of centerline, 100' AGL/724' MSL.
Bldg 509' from DER, 429' right of centerline, 20' AGL/644' MSL.

Rwy 10: Pole 663' from DER, 64' right of centerline, 52' AGL/675' MSL.

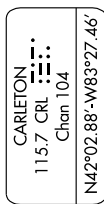
Rwy 23: Tree 634' from DER, 561' right of centerline, 100' AGL/724' MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600' AGL/1207' MSL.

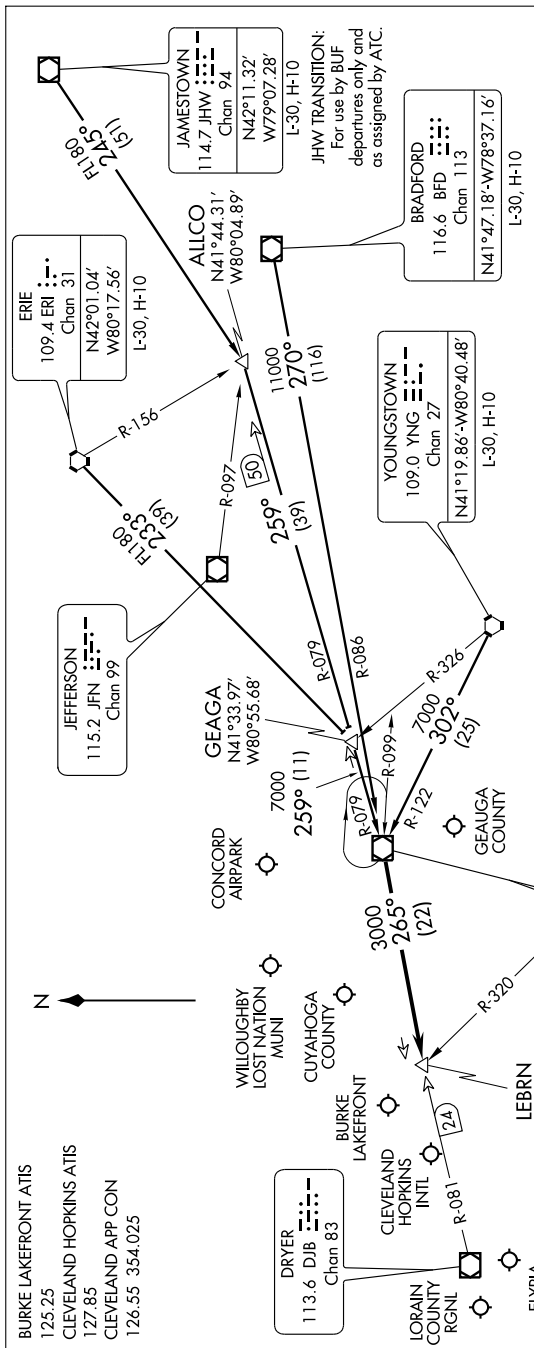
Rwy 28: Tree 1336' from DER, 699' left of centerline, 100' AGL/724' MSL.
Bldg 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.
Stacks 2.1 NM from DER, 4444' left of centerline, 600' AGL/1207' MSL.



NOTE: Chart not to scale.

NOTE: RADAR REQUIRED





ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALCO INT, then via CXR R-079 to CXR VOR/DME. Thence

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

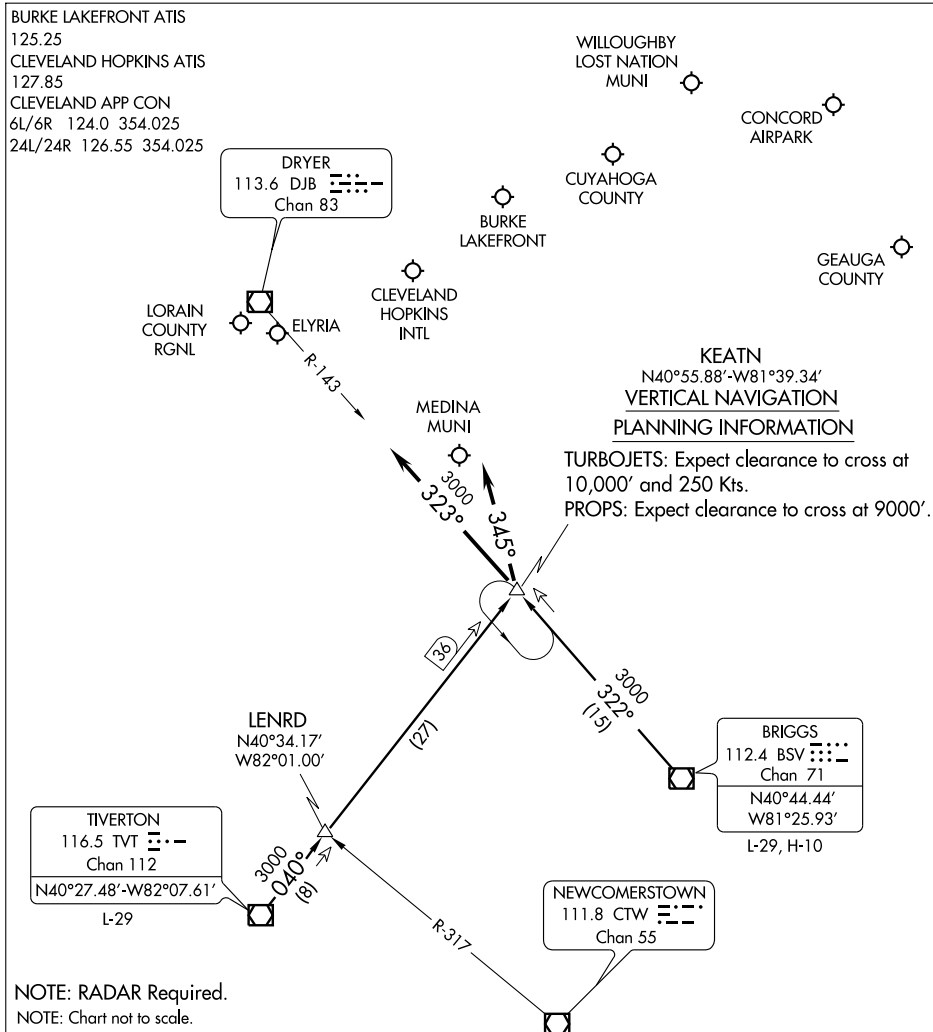
CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence. . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence. . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

▼

▲ NA

Visibility reduction by helicopters NA.
Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase cll MDA 40 feet.

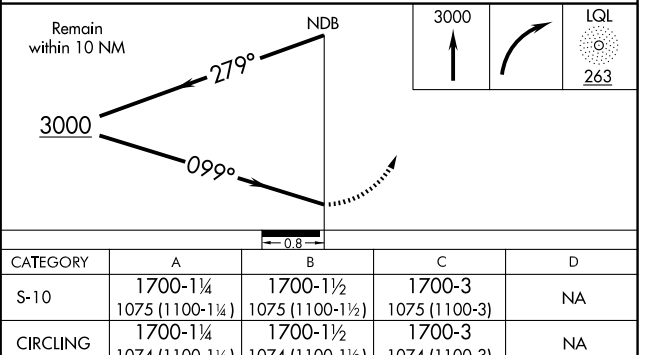
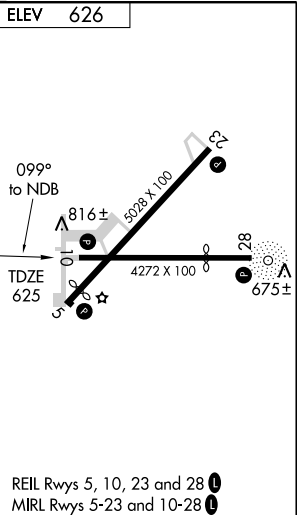
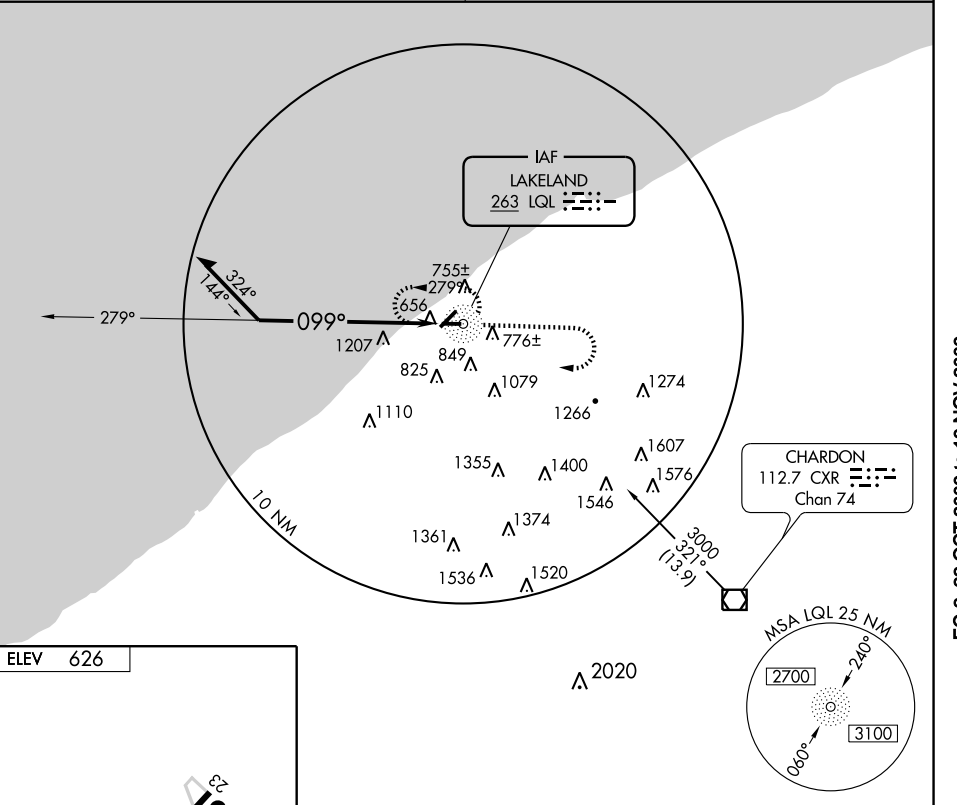
MISSED APPROACH: Climb to 3000 then right turn direct LQL NDB and hold.

CLEVELAND APP CON

125.35 354.025

UNICOM

122.725 (CTAF) 0



EC-2: 22 OCT 2009 to 19 NOV 2009

OBRLN TWO DEPARTURE

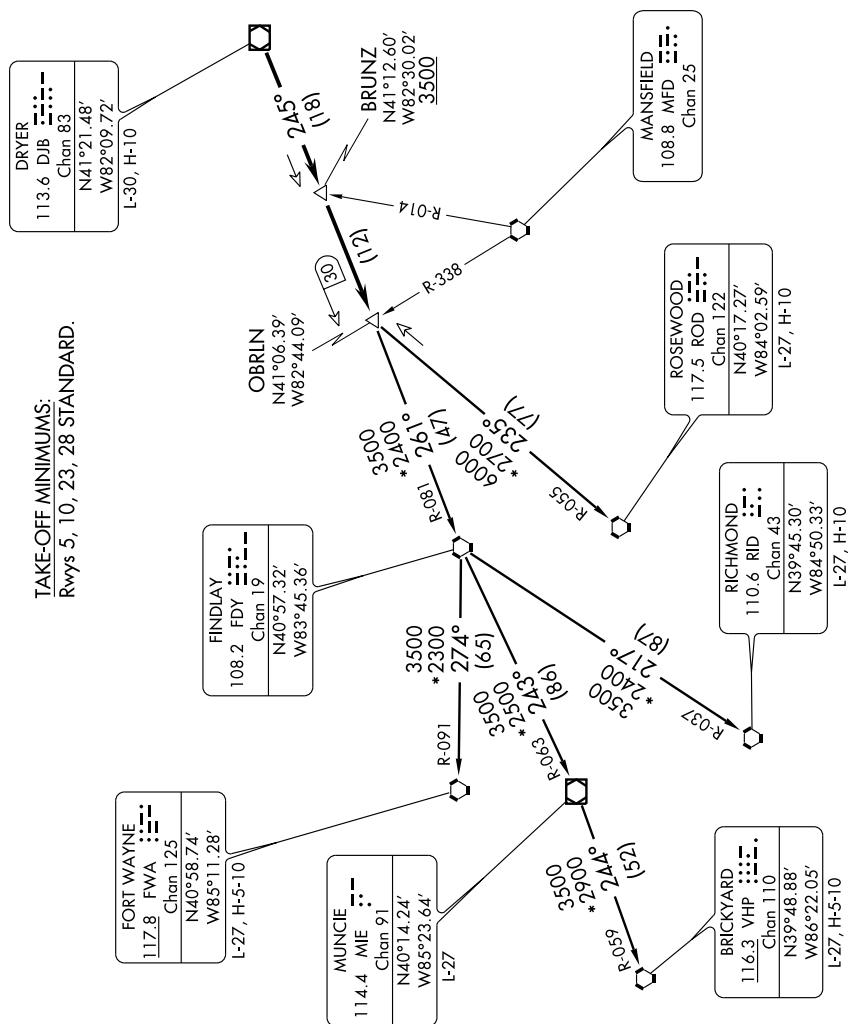
NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 5, 10, 23, 28 STANDARD.



EC-2, 22 OCT 2009 to 19 NOV 2009

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION



TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 5: Tree 1453' from DER, 725' right of centerline, 100' AGL/724' MSL.

Bldg 509' from DER, 429' right of centerline, 20' AGL/644' MSL.

Rwy 10: Pole 663' from DER, 64' right of centerline, 52' AGL/675' MSL.

Rwy 23: Tree 634' from DER, 561' right of centerline, 100' AGL/724' MSL.

Stacks 1.8 NM from DER, 1 NM right of centerline, 600' AGL/1207' MSL.

Rwy 28: Tree 1336' from DER, 699' left of centerline, 100' AGL/724' MSL.

Bldg 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.

Stacks 2.1 NM from DER, 4444' left of centerline, 600' AGL/1207' MSL.

APP CRS	Rwy Idg	4600
053°	TDZE	625
	Apt Elev	626

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2300
direct HILEK and hold.

CLEVELAND APP CON 125.35 354.025	UNICOM 122.725 (CTAF) 0
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4 NM Holding Pattern				2300	HILEK
HEVRU				↑	✱
2700 ← 232° 052° →					
UBIYA					
2100					
052°					
053°					
RW05					
3.04°					
TCH 40					
6.1 NM					
4.5 NM					
CATEGORY	A	B	C	D	
LNAV MDA	1460-1 835 (900-1)	1460-1¼ 835 (900-1¼)	1460-2½ 835 (900-2½)	NA	
CIRCLING	1460-1 834 (900-1)	1460-1¼ 834 (900-1¼)	1460-2½ 834 (900-2½)	NA	

EC-2, 22 OCT 2009 to 19 NOV 2009

▼

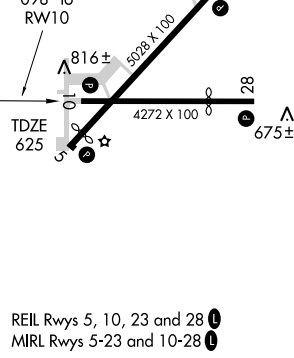
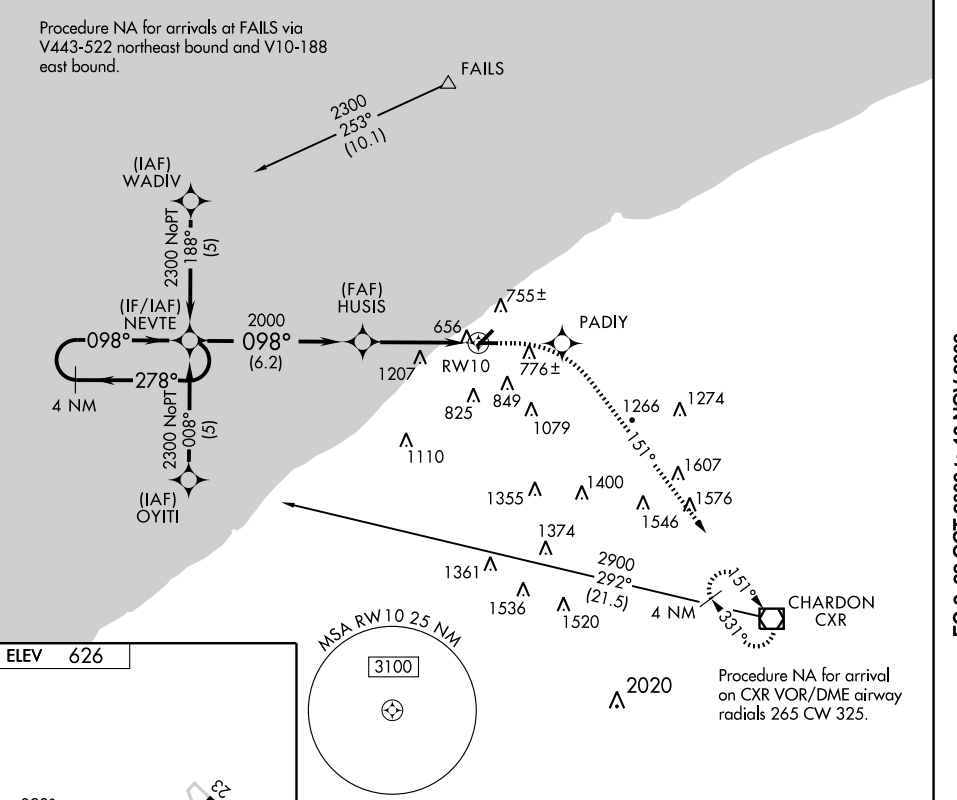
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins
Intl altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2900
direct PADIY and via track 151° to
CXR VOR/DME and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
122.725 (CTAF) 0



4 NM Holding Pattern		NEVTE	2900	PADIY	151° track	CXR
2300		278°	098°	HUSIS		
VGSI and descent angles not coincident.		098°	2000	RW10		
		6.2 NM	3.03°	TCH 40		
CATEGORY	A	B	C	D		
LNAV MDA	1560-1¼ 935 (1000-1¼)		1560-2¾ 935 (1000-2¾)	NA		
CIRCLING	1560-1¼ 934 (1000-1¼)		1560-2¾ 934 (1000-2¾)	NA		

REIL Rwy 5, 10, 23 and 28 1
MIRL Rwy 5-23 and 10-28 1

WAAS CH 82410 W23A	APP CRS 233°	Rwy Idg 5028 TDZE 623 Apt Elev 626
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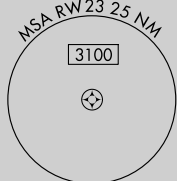
RNAV (GPS) RWY 23
WILLOUGHBY LOST NATION MUNI (LNN)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA/MDA 40 feet, and all visibilities ¼ mile.

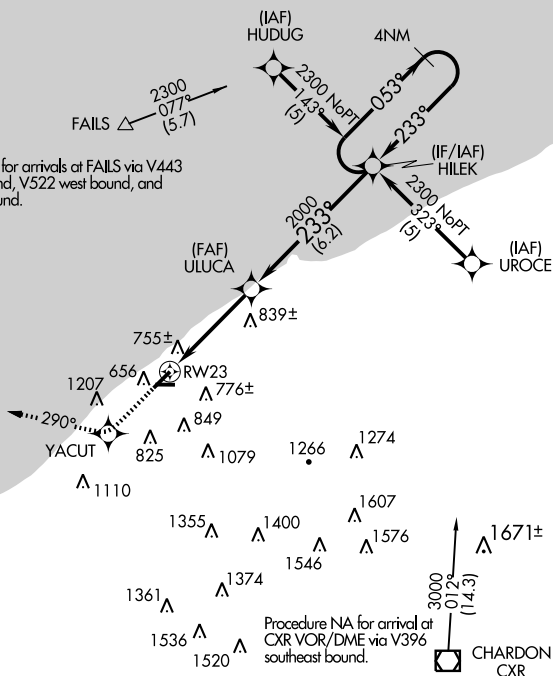
MISSED APPROACH: Climb to 2300 direct YACUT and via 290° track to NEVTE and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
122.725 (CTAF) **L**



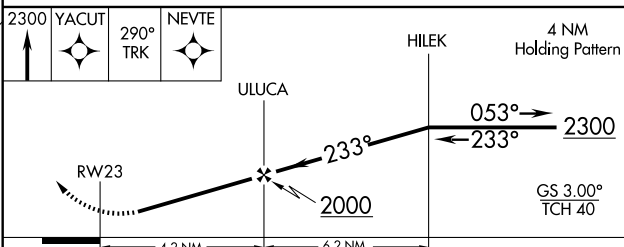
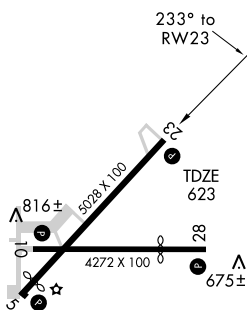
Procedure NA for arrivals at FAILS via V443 southwest bound, V522 west bound, and V188 west bound.



Procedure NA for arrival at
CXR VOR/DME via V396
southeast bound.

CHARDON
CXR

ELEV 626



CATEGORY	4.2 NM		6.2 NM		C	D
	A	B				
LPV DA	1031-1½ 408 (500-1½)					NA
LNAV/ VNAV	1142-1¾ 519 (600-1¾)					NA
LNAV MDA	1200-1 577 (600-1)			1200-1½ 577 (600-1½)		NA
CIRCLING	1200-1 574 (600-1)			1200-1½ 574 (600-1½)		NA

REIL Rwys 5, 10, 23 and 28 **L**

MIRL Rwys 5-23 and 10-28 **L**

T

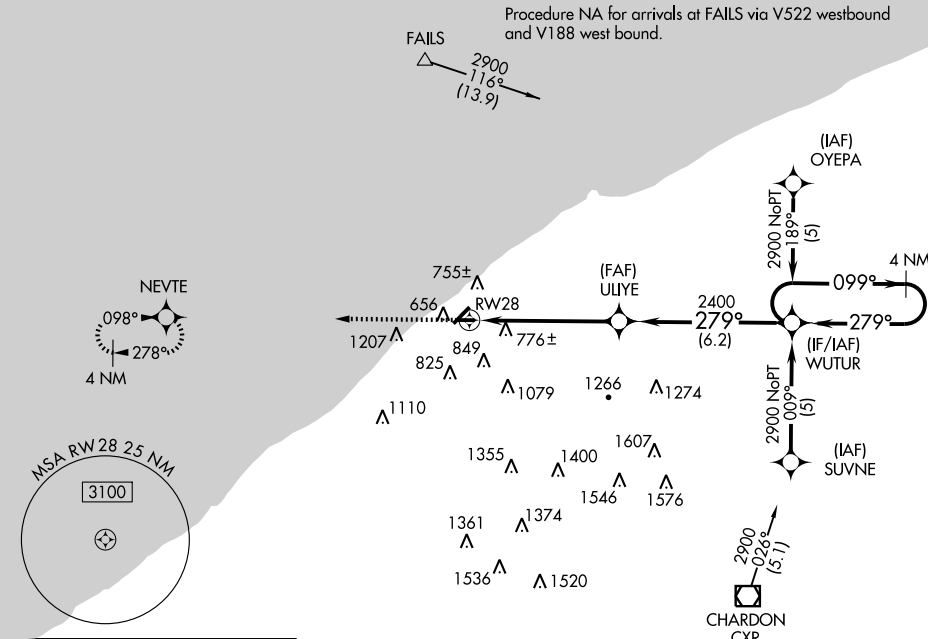
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

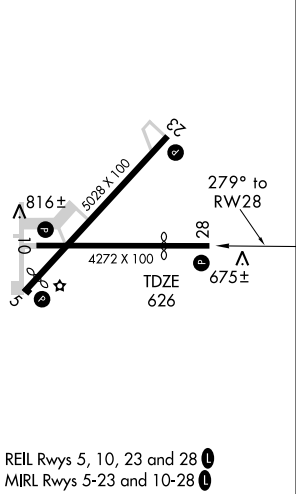
MISSED APPROACH: Climb to 2300 direct NEVTE and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
122.725 (CTAF) 0



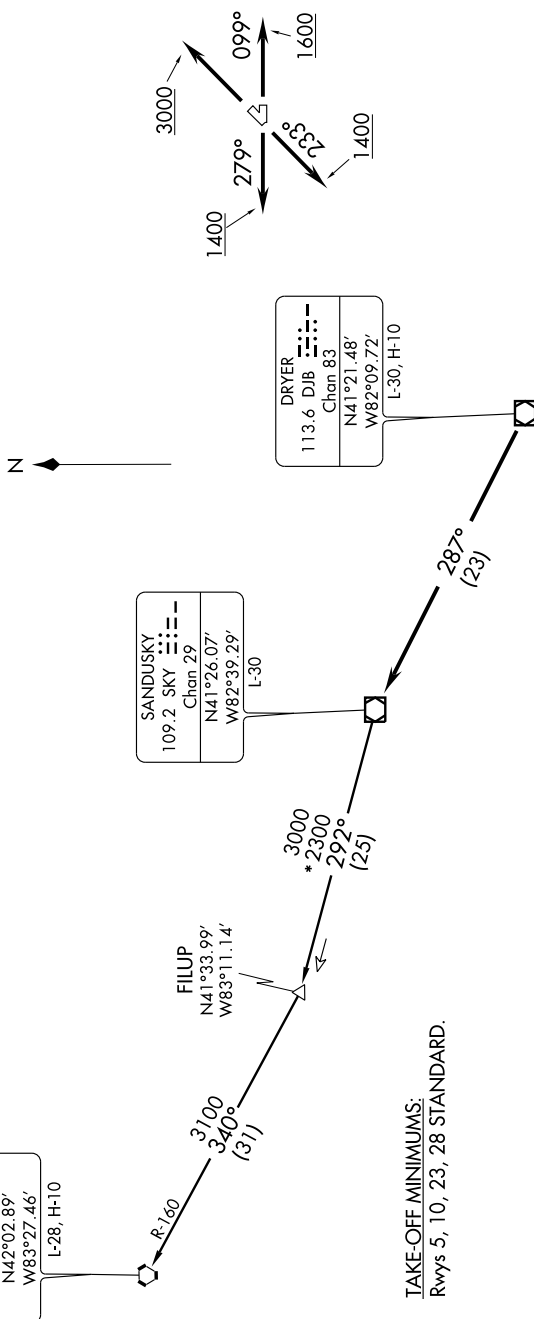
ELEV 626



CATEGORY	A	B	C	D
RNAV MDA	1260-1 634 (700-1)	1260-1¾ 634 (700-1¾)	1260-1¾ 634 (700-1¾)	NA
CIRCLING	1260-1 634 (700-1)	1260-1¾ 634 (700-1¾)	1260-1¾ 634 (700-1¾)	NA

EC-2: 22 OCT 2009 to 19 NOV 2009

SANDUSKY TWO DEPARTURE

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:

Rwys 5, 10, 23, 28 STANDARD.

TAKE-OFF OBSTACLES:

- Rwy 5: Tree 1453' from DER, 725' right of centerline, 100' AGL/724' MSL.
Bldg 509' from DER, 429' right of centerline, 20' AGL/644' MSL.
- Rwy 10: Pole 663' from DER, 64' right of centerline, 52' AGL/675' MSL.
- Rwy 23: Tree 634' from DER, 561' right of centerline, 100' AGL/724' MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600' AGL/1207' MSL.
- Rwy 28: Tree 1336' from DER, 699' left of centerline, 100' AGL/724' MSL.
Bldg 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.
Stacks 2.1 NM from DER, 4444' left of centerline, 600' AGL/1207' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE

WILLOUGHBY, OHIO



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000, thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000, thence. . . .

TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000, thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

▼

▲ NA

If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HITON and hold.

AWOS-3 124.175	DAYTON APP CON 118.85 126.5 127.225 327.1	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNNAV MDA	1600-1	567 (600-1)	1600-1½ 567 (600-1½)	NA
CIRCLING	1740-1	707 (800-1)	1740-2 707 (800-2)	NA

EC-2: 22 OCT 2009 to 19 NOV 2009

MIRL Rwy 3-21 0

WAAS
CH 99608
W21A

APP CRS
2122

Rwy Idg	3579
TDZE	1033
Apt Elev	1033

RNAV (GPS) RWY 21
WILMINGTON/CLINTON FIELD (I66)

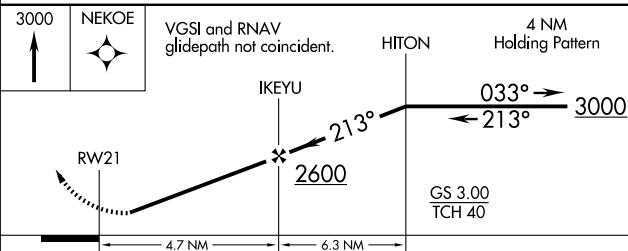
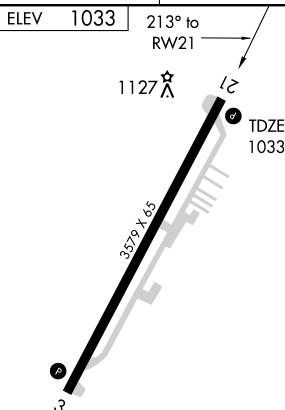
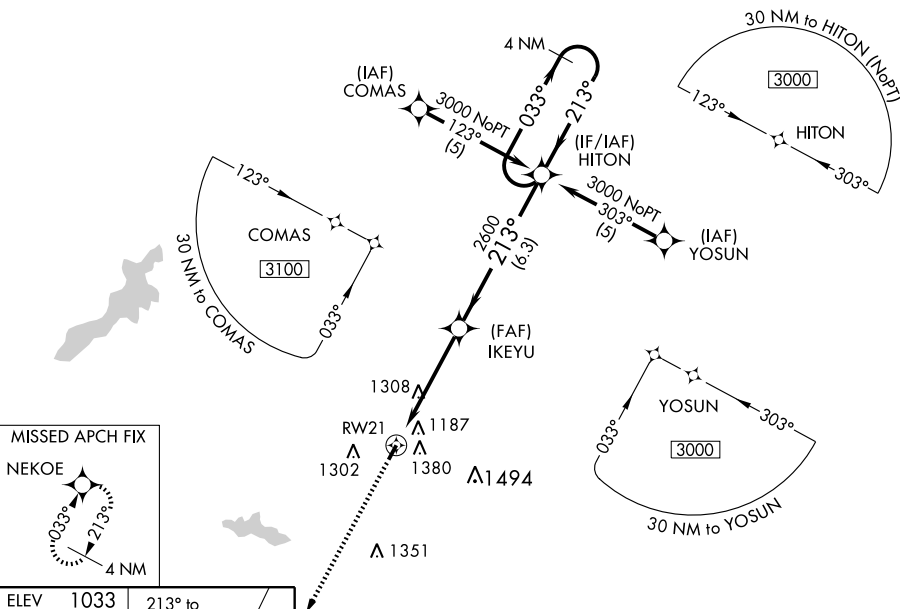
Baro-VNAV NA when using Wilmington/Airborne Airpark altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all DA/MDA 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NEKOE and hold.

AWOS-3
124.175

DAYTON APP CON	
118.85	126.5
127.225	327.1

UNICOM
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
LPV DA	1491-1 ¾	458 (500-1 ¾)		NA
LNAV/ VNAV DA	1589-2	556 (600-2)		NA
LNAV MDA	1640-1	607 (700-1)	1640-1 ¾ 607 (700-1 ¾)	NA
CIRCLING	1740-1	707 (800-1)	1740-2 707 (800-2)	NA

MIRL Rwy 3-21 

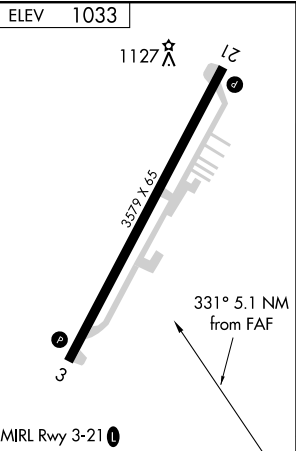
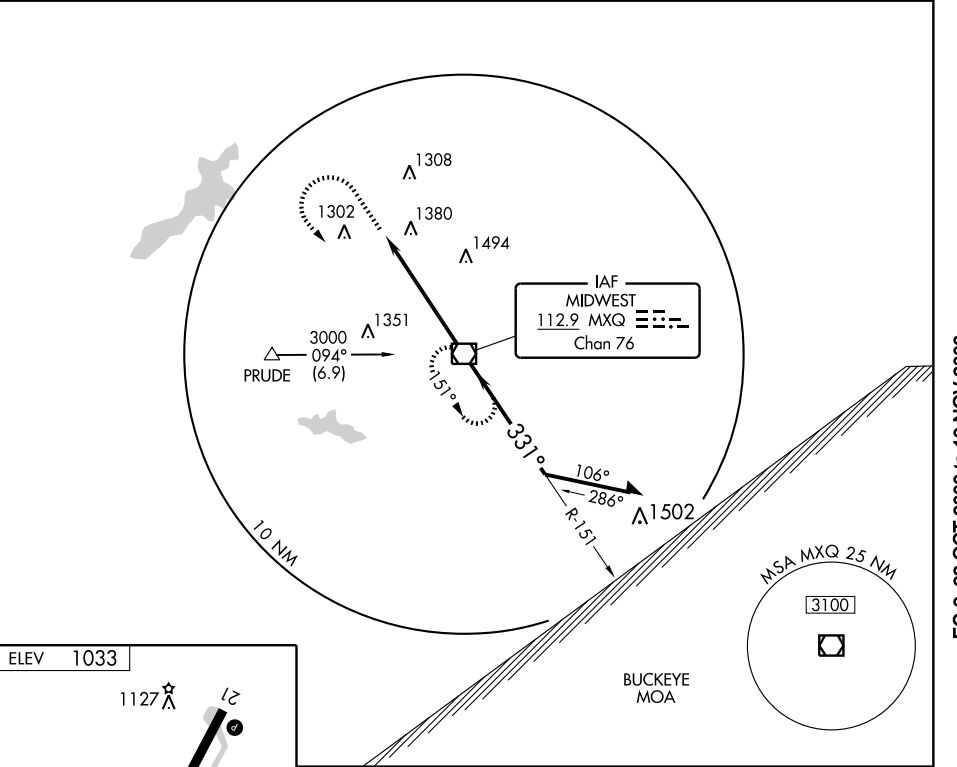
▼

▲ NA

If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 then left turn direct MXQ VOR/DME and hold.

AWOS-3	DAYTON APP CON	UNICOM
124.175	118.85 126.5	123.0 (CTAF) 0
	127.225 327.1	



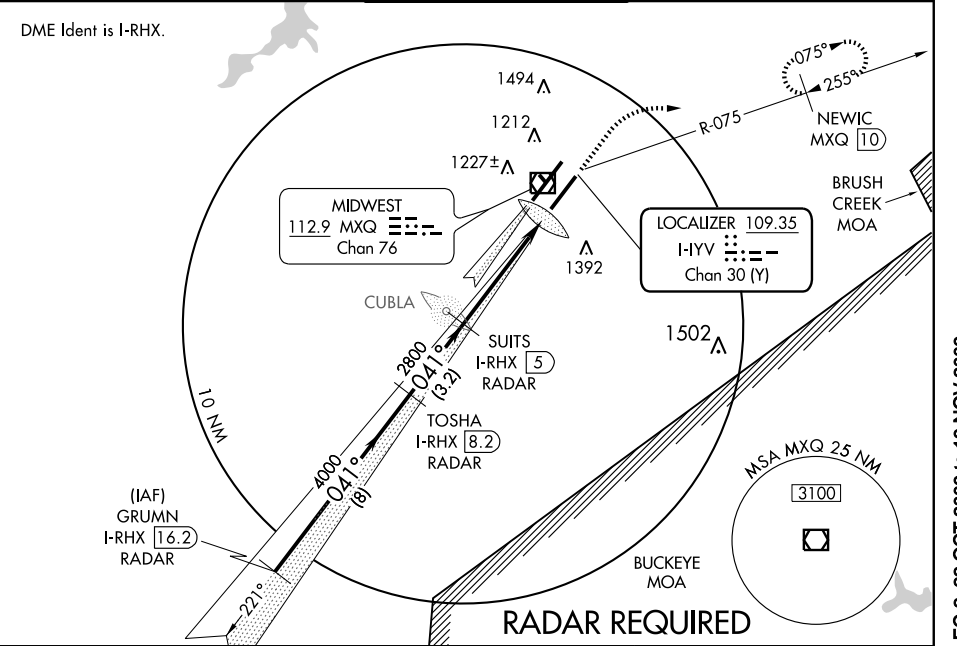
FAF to MAP 5.1 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1740-1 707 (800-1)		1740-2 707 (800-2)	NA
Min:Sec	5:06	3:24	2:33	2:02	1:42					

Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain approach lights and rwy lights on CTAF. Simultaneous approach authorized with Rwy 4L. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

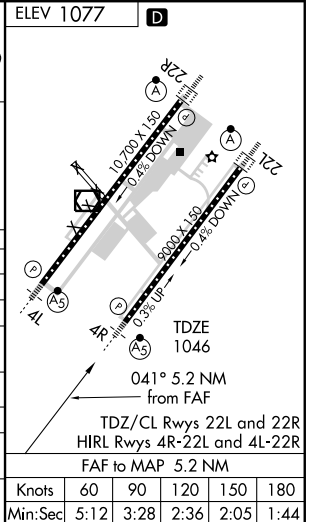
MALSR

MISSED APPROACH: Climb to 1700, then climbing right turn to 4000 via MXQ R-075 to NEWIC/MXQ 10 DME and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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GRUMN I-RHX 16.2 RADAR		TOSHA I-RHX 8.2 RADAR		SUITS I-RHX 5 RADAR		<div><div>1700</div><div>↑</div></div> <div><div>4000</div><div>↷</div><div>MXQ R-075 112.9</div></div> <td colspan="2">NEWIC MXQ 10</td>		NEWIC MXQ 10	
*4000 — 041°		*4000		2770		041°		I-RHX 0.2	
GS 3.00° TCH 55		*2800 when authorized by ATC.		2800		MM			
8 NM		3.2 NM		4.8 NM		0.4			
CATEGORY	A		B		C		D		
S-ILS 4R	** 1246/24 200 (200-½)								
S-LOC 4R	1460/24		414 (400-½)		1460/40		414 (400-¾)		
CIRCLING	1640-1		563 (600-1)		1640-1½ 563 (600-1½)		1680-2 603 (700-2)		
DAYTON INTL ALTIMETER SETTING MINIMUMS									
S-ILS 4R	1336-½ 290 (300-½)								
S-LOC 4R	1560-½		514 (500-½)		1560-1 514 (500-1)		1560-1¼ 514 (500-1¼)		
CIRCLING	1740-1		663 (700-1)		1740-1¾ 663 (700-1¾)		1780-2¼ 703 (800-2¼)		



EC-2: 22 OCT 2009 to 19 NOV 2009

LOC I-ILN	APP CRS	Rwy Idg	10700
<u>110.7</u>	221°	TDZE	1077
		Apt Elev	1077

ILS or LOC RWY 22R

WILMINGTON/AIRBORNE AIRPARK (ILN)

T Simultaneous approaches authorized with ILS RWY 22L.
DME from MXQ VOR/DME

ALSF-2



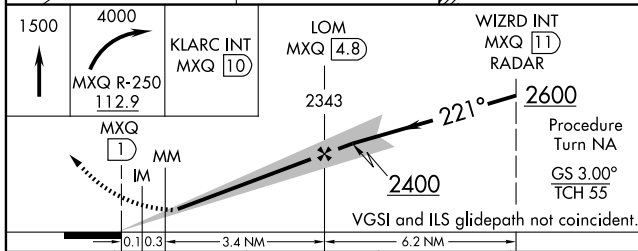
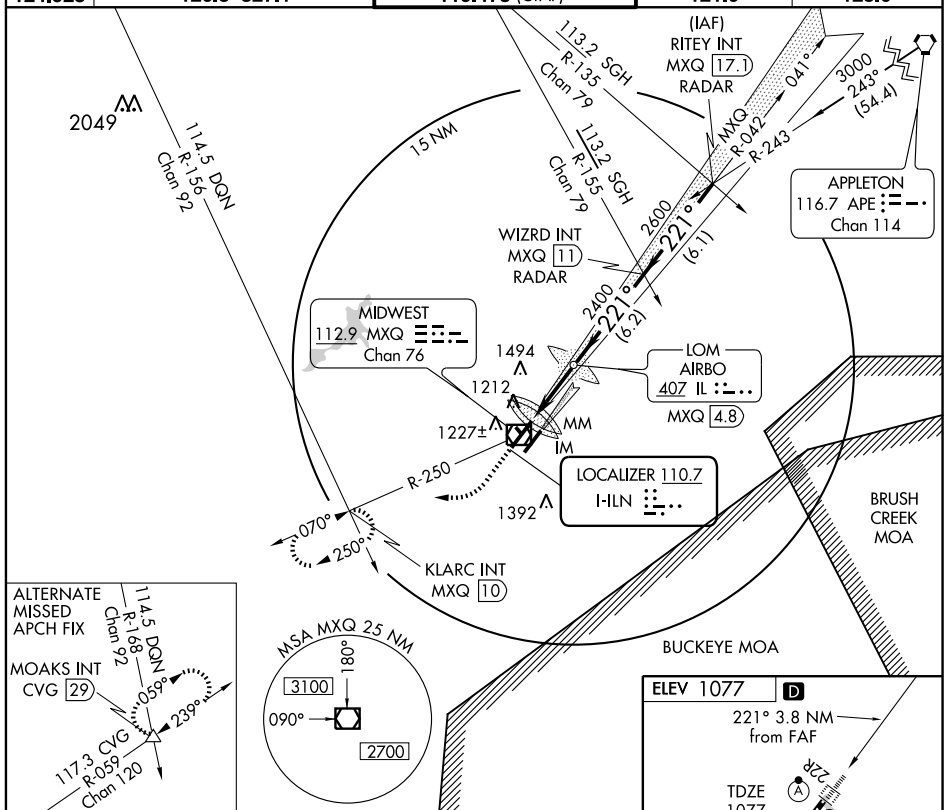
MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON
124.925	126.5 327.1

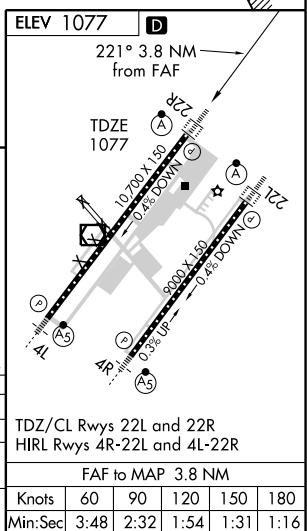
WILMINGTON TOWER
119.475 (CTAF)

GND CON
121.6

CLNC DEL
125.6



CATEGORY	A	B	C	D
S-ILS 22R	1277/18 200 (200-½)			
S-LOC 22R	1400/24 323 (400-½)			1400/40 323 (400-¾)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-½)	1640-2 563 (600-2)



MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/MXQ 10 DME and hold

CLNC DEL
125.6

ELEV 1077

D

TDZE 1057

10700 X 150

0.4% DOWN

22R

22L

8000 X 150

0.4% DOWN

0.3% UP

0.41° 5 NM from FAF

TDZ/CL Rwy 22L and 22R

HIRL Rwy 4R-22L and 4L-22R

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 4L	1257/24 200 (200-½)			
S-LOC 4L	1460/24 403 (400-½)	1460/40 403 (400-¾)		
CIRCLING	1640-1 563 (600-1)	1640-1½ 563 (600-1½)		1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 4L	1347-½ 290 (300-½)			
S-LOC 4L	1560-½ 503 (500-½)	1560-1 503 (500-1)		1560-1¼ 503 (500-1¼)
CIRCLING	1740-1 663 (700-1)	1740-1¾ 663 (700-1¾)		1780-2¼ 703 (800-2¼)

▼

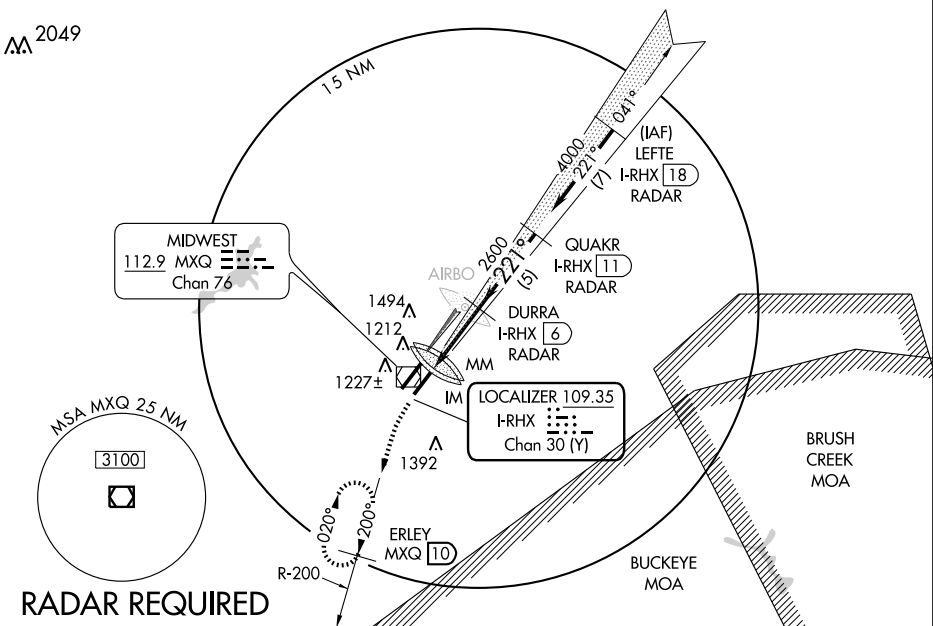
▲

Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting.
Obtain approach lights and rwy lights on CTAF.
Simultaneous approaches authorized with Rwy 22R.

ALS F2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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ELEV 1077

221° 4.4 NM from FAF

22R

10700 X 150

0.4% DOWN

22L

9000 X 150

0.4% DOWN

TDZE 1077

4L

4R

0.3% UP

0.4% DOWN

1500

4000

ERLEY MXQ 10

MXQ R-200 112.9

I-RHX 1.7

IM

MM

0.1

0.3

4 NM

5 NM

DURRA I-RHX 6 RADAR

2535

QUAKR I-RHX 11 RADAR

4000

4000

221°

2600*

*LOC only

GS 3.00° TCH 55

CATEGORY	A				B	C	D
S-ILS 22L	1277/18 200 (200-½)						
S-LOC 22L	1460/24 383 (400-½)						1460/50 383 (400-1)
CIRCLING	1640-1 563 (600-1)				1640-1½ 563 (600-1½)		1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS							
S-ILS 22L	1367-½ 290 (300-½)						
S-LOC 22L	1540-½ 463 (500-½)				1540-¾ 463 (500-¾)		1540-1 463 (500-1)
CIRCLING	1740-1 663 (700-1)				1740-1¾ 663 (700-1¾)		1780-2¼ 703 (800-2¼)
FAF to MAP 4.4 NM							
Knots	60	90	120	150	180		
Min:Sec	4:24	2:56	2:12	1:46	1:28		

WILMINGTON, OHIO

AL-583 (FAA)

LOC/DME I-RHX 109.35 Chan 30 (Y)	APP CRS 221°	Rwy Idg 9000 TDZE 1077 Apt Elev 1077
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ILS RWY 22L (CAT II)

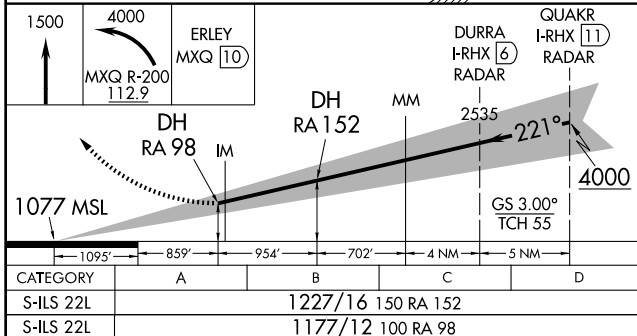
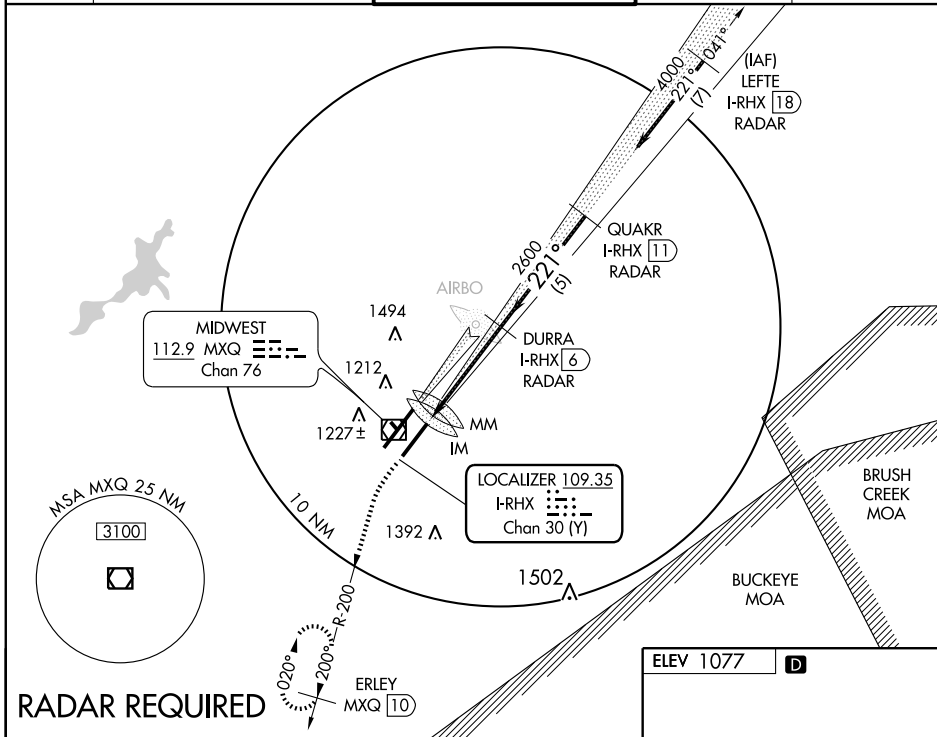
WILMINGTON/AIRBORNE AIRPARK (ILN)

- Obtain approach lights and rwy lights on CTAF.
- Simultaneous approaches authorized with Rwy 22R.

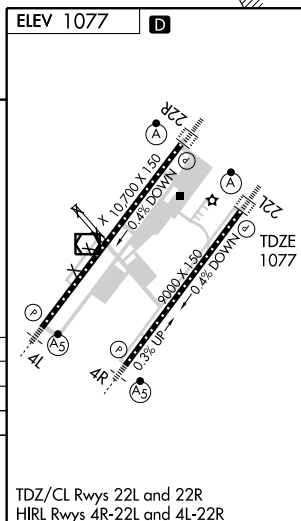


MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**




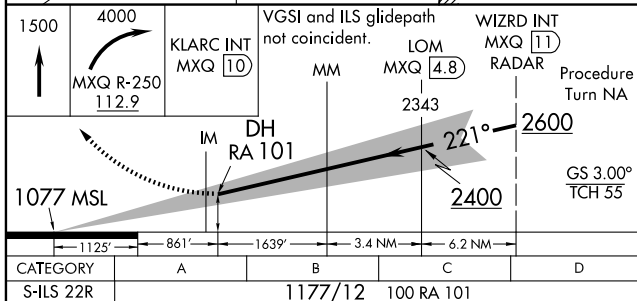
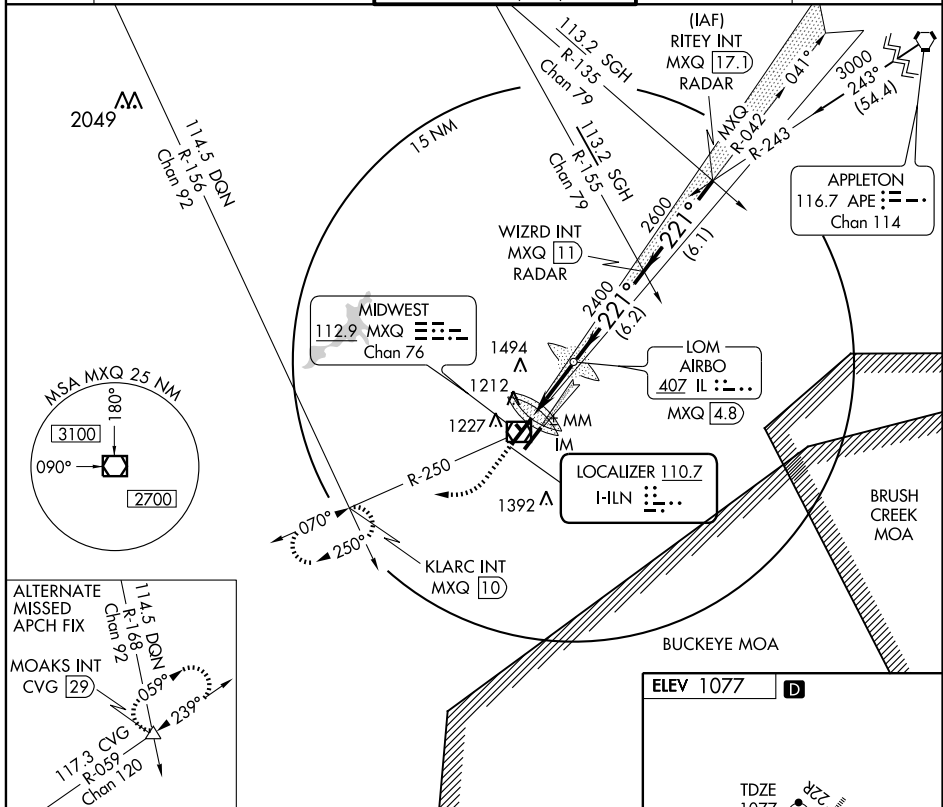
EC-2, 22 OCT 2009 to 19 NOV 2009

LOC I-ILN <u>110.7</u>	APP CRS 221°	Rwy Idg 10700 TDZE 1077 Apt Elev 1077
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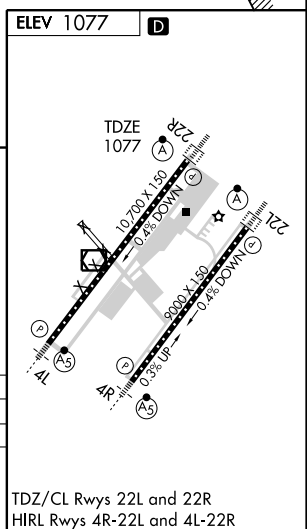
ILS RWY 22R (CAT II)

WILMINGTON/AIRBORNE AIRPARK (ILN)

▼ Simultaneous approaches authorized with ILS RWY 22L. DME from MXQ VOR/DME		ALSF-2 	MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.		
ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)		GND CON 121.6	CLNC DEL 125.6




CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

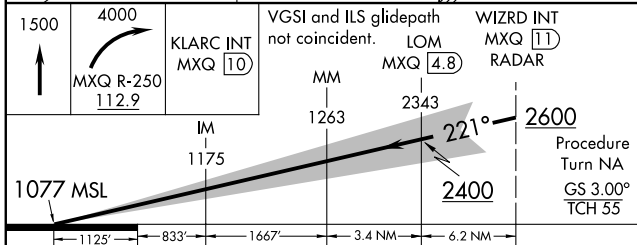
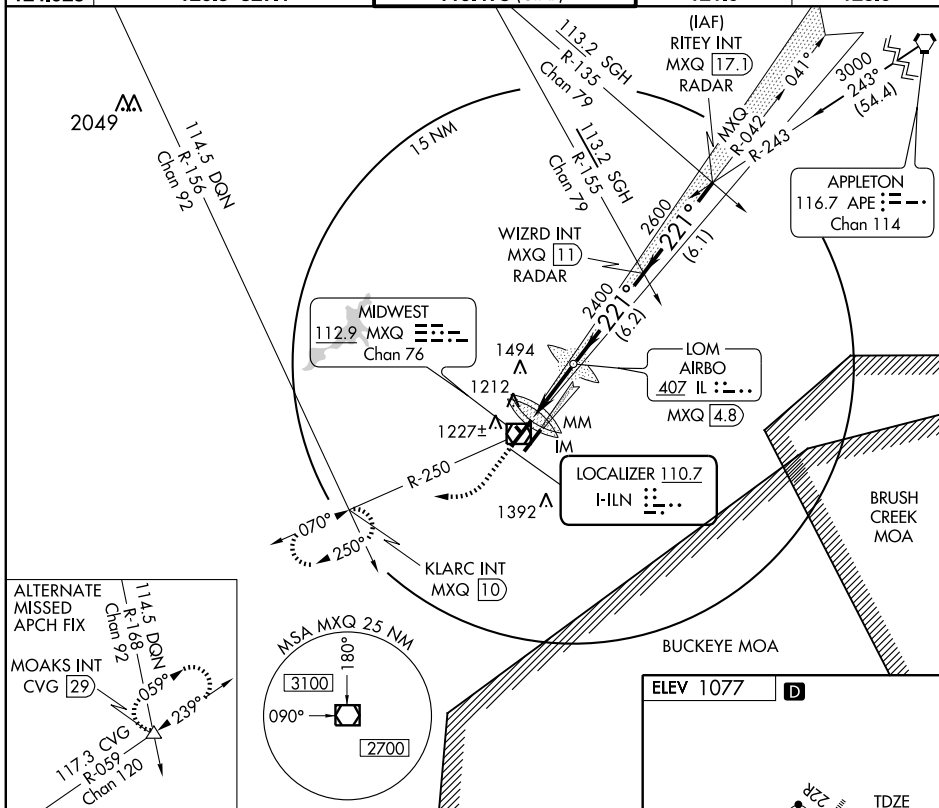


LOC I-ILN <u>110.7</u>	APP CRS 221°	Rwy Idg 10700 TDZE 1077 Apt Elev 1077
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ILS RWY 22R (CAT III)

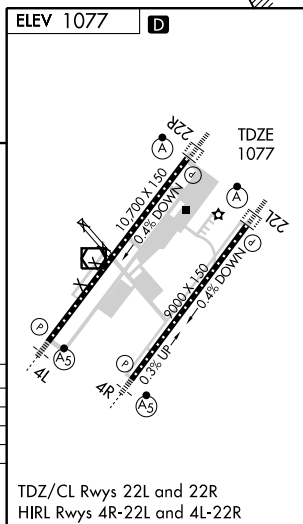
WILMINGTON/AIRBORNE AIRPARK (ILN)

▼ Simultaneous approaches authorized with ILS RWY 22L. DME from MXQ VOR/DME		ALSF-2 	MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.		
ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)		GND CON 121.6	CLNC DEL 125.6



CATEGORY	A	B	C	D
S-ILS 22R		CAT IIIA	RVR 07	
S-ILS 22R		CAT IIIB	RVR 06	
S-ILS 22R		CAT IIIC	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



LOM IL	APP CRS	Rwy Idg	10700
<u>407</u>	221°	TDZE	1077
		Apt Elev	1077

NDB RWY 22R

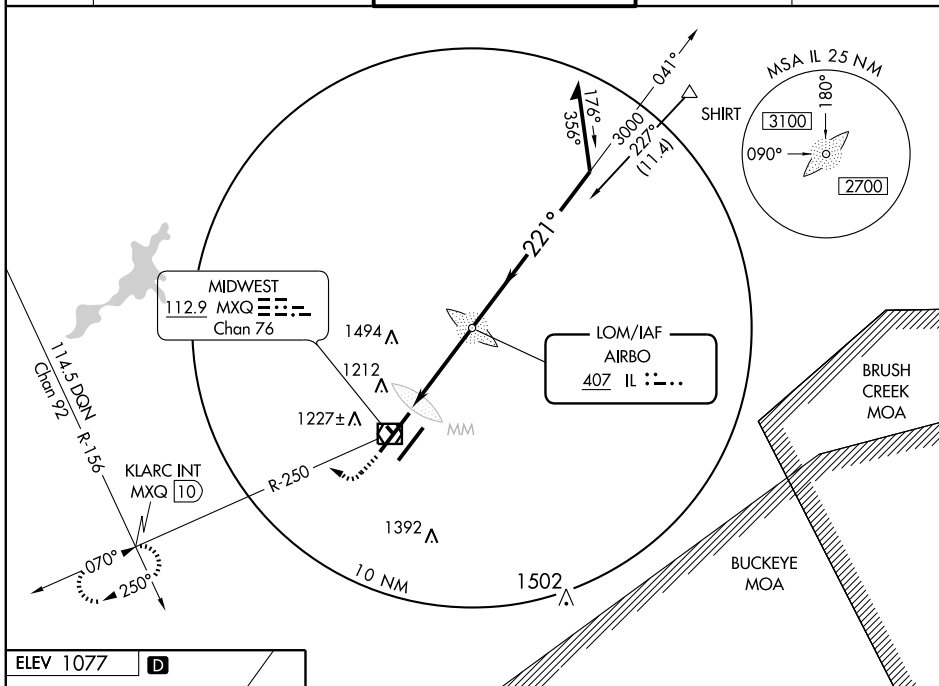
WILMINGTON/AIRBORNE AIRPARK (ILN)

T	Obtain local altimeter setting on CTAF; when not received,
A NA	use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

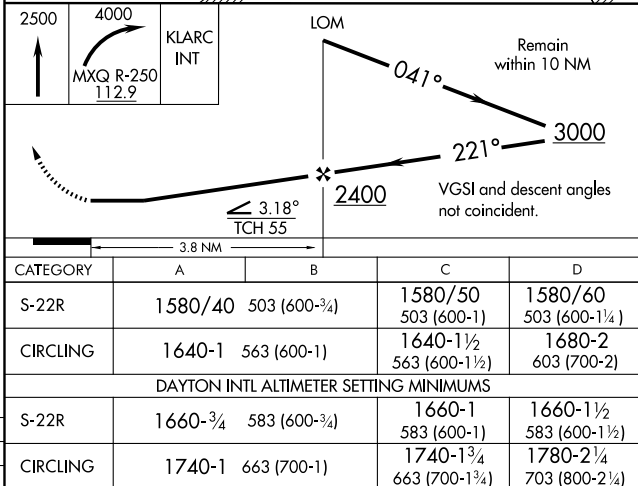
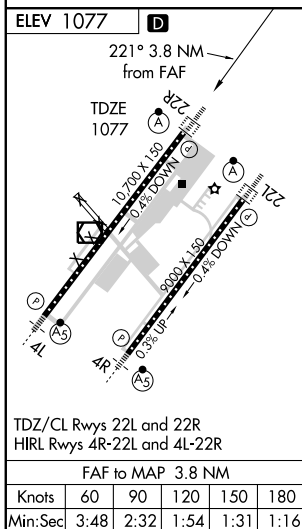


MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



EC-2, 22 OCT 2009 to 19 NOV 2009



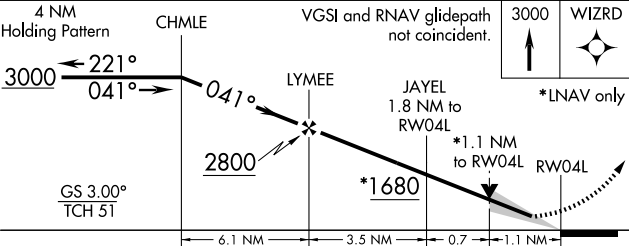
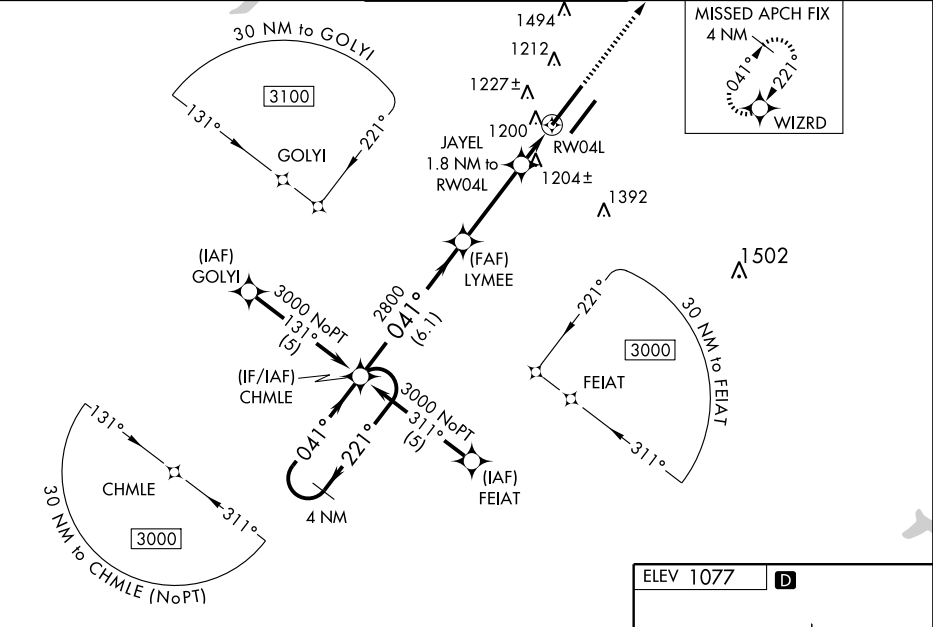
WAAS CH 62914 W04A	APP CRS 041°	Rwy Idg TDZE Apt Elev	10700 1057 1077
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For inoperative MALS when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For inoperative MALS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

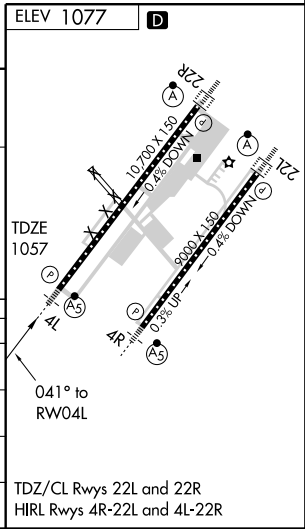
MALS

MISSED APPROACH:
Climb to 3000 direct
WIZRD and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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CATEGORY	A	B	C	D
LPV DA	1257/24 200 (200-½)			
LNAV/VNAV DA	1505/50 448 (500-1)			
LNAV MDA	1460/24 403 (400-½)	1460/40 403 (400-¾)	1460/50 403 (400-1)	
CIRCLING	1640-1 563 (600-1)	1640-1½ 563 (600-1½)	1680-2 603 (700-2)	



TDZ/CL Rwy 22L and 22R
HIRL Rwy 4R-22L and 4L-22R

WAAS CH 40214 W22A	APP CRS 221°	Rwy Idg 10700 TDZE 1077 Apt Elev 1077
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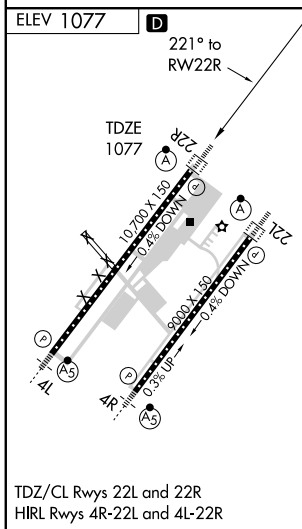
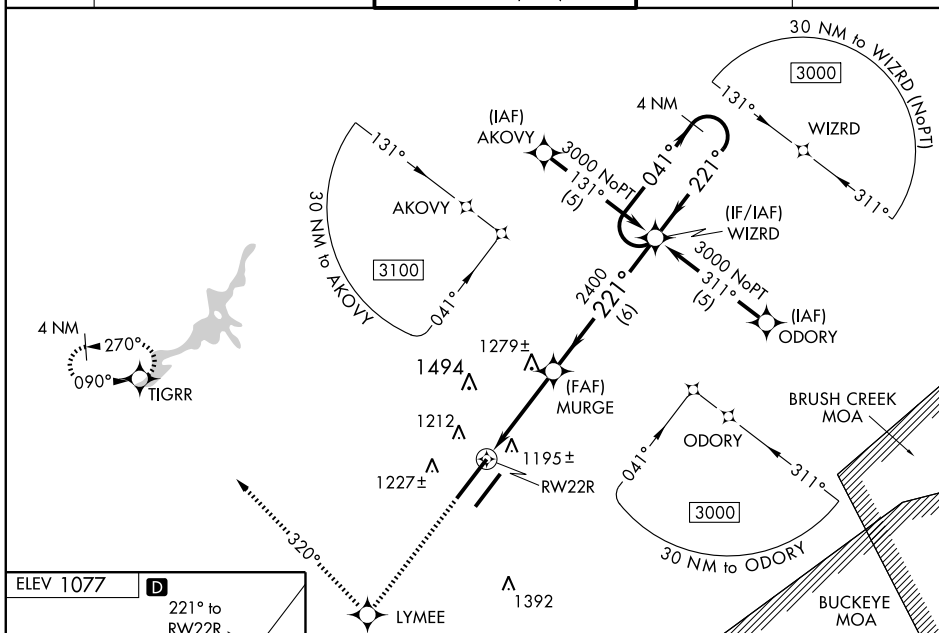
RNAV (GPS) RWY 22R
WILMINGTON/ AIRBORNE AIRPARK (ILN)

⚠ For inoperative ALSF-2 when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

ALSF-2

MISSED APPROACH:
Climb to 3000 direct
LYMEE and right turn
via track 320° to
TIGRR and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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3000 ↑	LYMEE ✱	TRK 320° ↗	TIGRR ✱	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
<p>* LNAV Only</p> <p>1.2 NM to RW22R</p> <p>MURGE</p> <p>2400</p> <p>221°</p> <p>041°</p> <p>3000</p> <p>GS 3.00° TCH 55</p>					
CATEGORY		A	B	C	D
LPV	DA	1277/24 200 (200-½)			
LNAV/ VNAV	DA	1497/50 420 (500-1)			
LNAV MDA	1540/24 463 (500-½)		1540/40 463 (500-¾)	1540/50 463 (500-1)	
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)	

VOR/DME MXQ 112.9 Chan 76	APP CRS 225°	Rwy Idg TDZE Apt Elev 10700 1077
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VOR/DME RWY 22R

WILMINGTON/AIRBORNE AIRPARK (ILN)

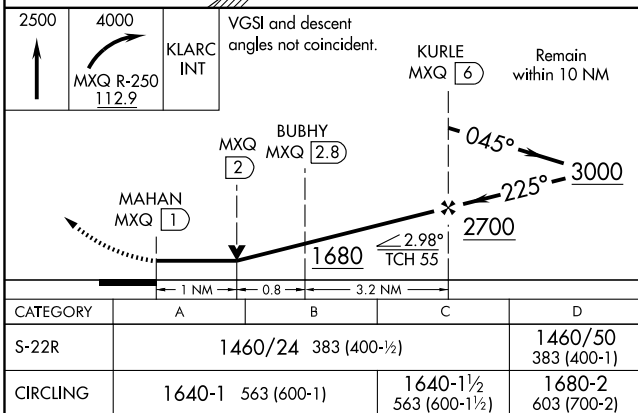
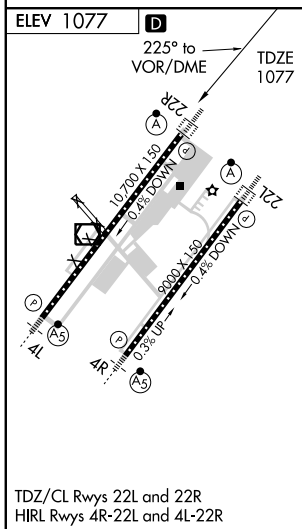
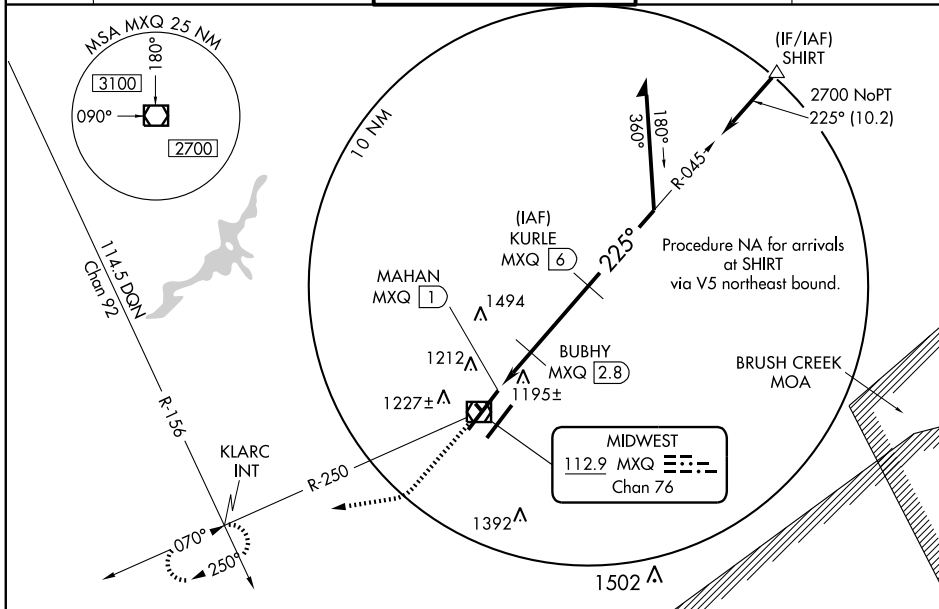
▲ For inoperative ALSF-2, increase S-22R Cat D visibility to RVR 6000.
▲ When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-22R Cat C and Circling Cat C/D visibility ¼ mile. VDP NA when using James M. Cox Dayton Intl altimeter setting.

ALSF-2



MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ VOR/DME R-250 to KLARC INT and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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VOR/DME MXQ 112.9 Chan 76	APP CRS 039°	Rwy Idg TDZE Apt Elev	10700 1057 1077
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VOR or GPS RWY 4L

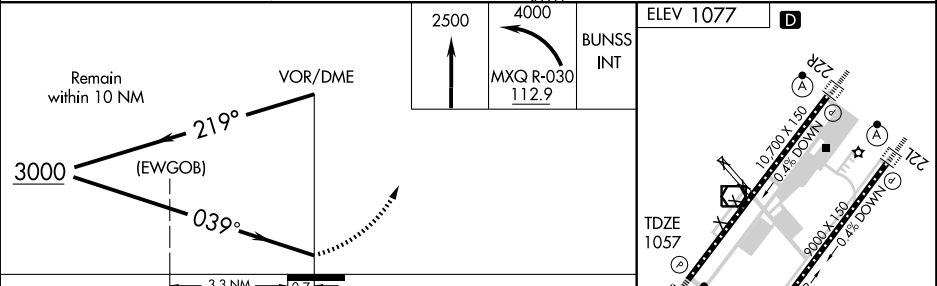
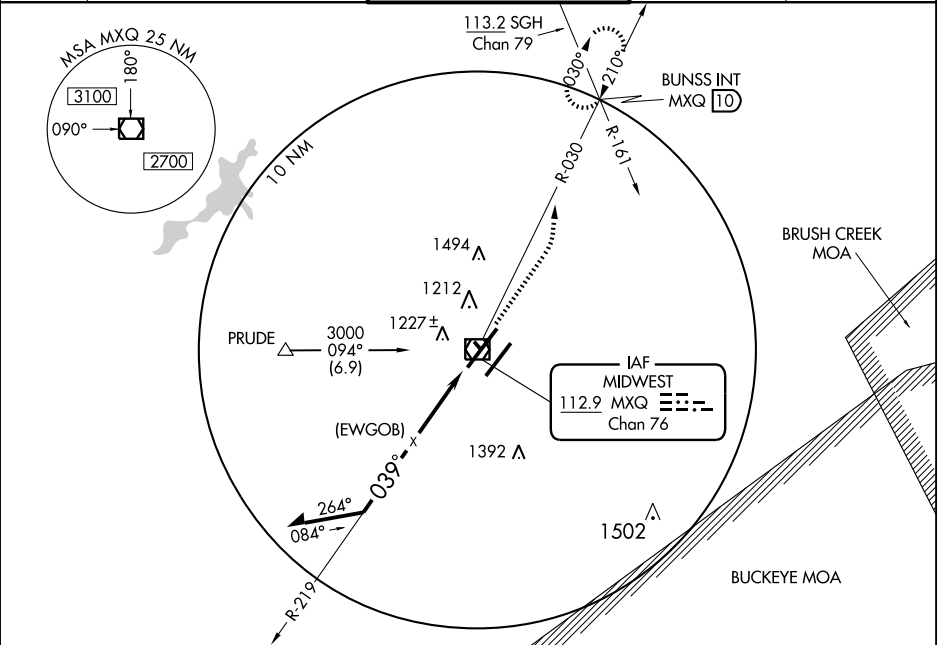
WILMINGTON/AIRBORNE AIRPARK (ILN)

Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

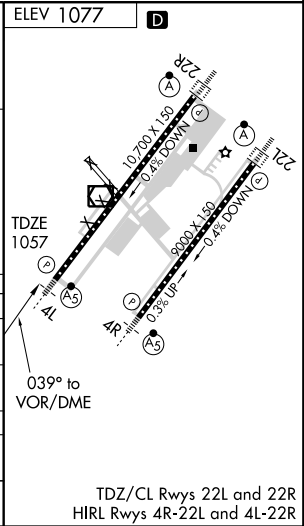
MALSR

MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/MXQ 10 DME and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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CATEGORY	A	B	C	D
S-4L	1520/24 463 (500-½)		1520/40 463 (500-¾)	1520/60 463 (500-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-4L	1620-½ 563 (600-½)		1620-1 563 (600-1)	1620-1¼ 563 (600-1¼)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)



TDZ/CL Rwy 22L and 22R
HIRL Rwy 4R-22L and 4L-22R

▼

▲

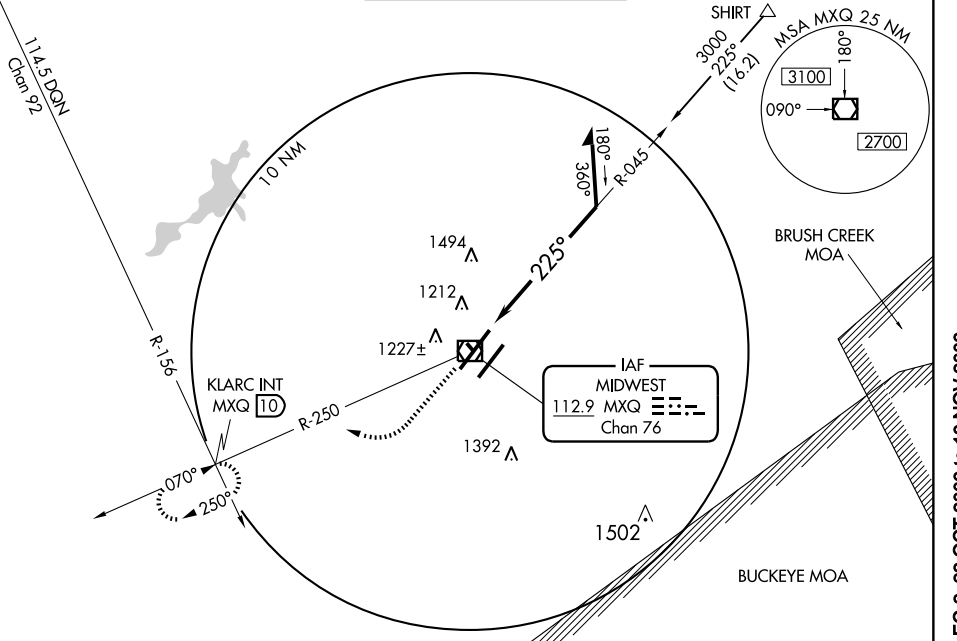
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

ALSF-2

▲

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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ELEV 1077

225° to VOR/DME

2500

4000

MXQ R-250 112.9

KLARC INT

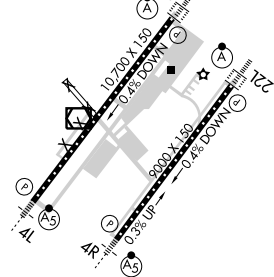
VOR/DME

Remain within 10 NM

045°

225°

3000



TDZ/CL Rwy 22L and 22R
HIRL Rwy 4R-22L and 4L-22R

CATEGORY	A	B	C	D
S-22R	1640/24 563 (600-½)		1640/50 563 (600-1)	1640/60 563 (600-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-22R	1740-½ 663 (700-½)		1740-1¼ 663 (700-1¼)	1740-1½ 663 (700-½)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

NA

Use Parkersburg, WV altimeter setting.

CLEVELAND CENTER

120.4 257.975

UNICOM

122.8 (CTAF) 0

2349

IAF BELLAIRE

117.1 AIR 118

Chan 118

3000

229°

(14)

1380

1590

10 NM

MSA AIR 25 NM

3400

RW25

1040°

HOUSR AIR 14

ELEV 1195

Rwy 7 ldg 3632'

229° 5.1 NM from FAF

3805 x 75

TDZE 1195

REIL Rwy 25 0

MIRL Rwy 7-25 0

Knots	60	90	120	150	180
Min:Sec					

3000

AIR R-229

117.1

HOUSR AIR 14

3000

229°

5.1 NM

14 NM

HOUSR AIR 14

VOR/DME

3000

Procedure Turn NA

CATEGORY	A	B	C	D
S-25	1820-1 625 (700-1)		1820-1 3/4 625 (700-1 3/4)	NA
CIRCLING	1880-1 685 (700-1)		1880-2 685 (700-2)	NA

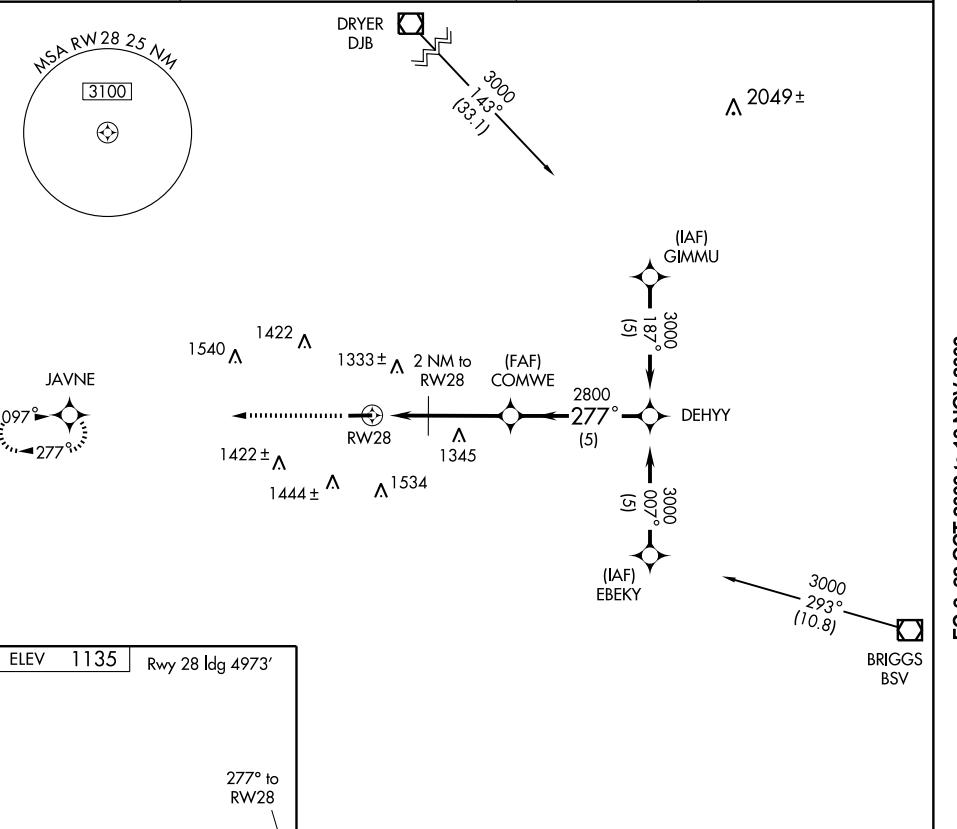
EC-2, 22 OCT 2009 to 19 NOV 2009

▼

▲ NA

MISSED APPROACH: Climb to 3000
direct JAVNE WP and hold.

ASOS 118.075	AKRON-CANTON APP CON ★ 118.6 323.0	CLNC DEL 121.75	UNICOM 122.8 (CTAF) 0
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ELEV 1135 Rwy 28 Idg 4973'

277° to RWY 28

5191 X 100

0.5% UP

TDZE 1133

3000	JAVNE	DEHY	3000	
RWY 28		COMWE	Procedure Turn NA	
2 NM to RWY 28		2800		
1800		277°		
2 NM		3 NM	5 NM	
CATEGORY	A	B	C	D
S-28	1560-1	427 (500-1)	1560-1¼	427 (500-1¼)
CIRCLING	1600-1	465 (500-1)	1600-1½	1700-2
			465 (500-1½)	565 (600-2)

REIL Rwy 10 and 28 0
HIRL Rwy 10-28 0

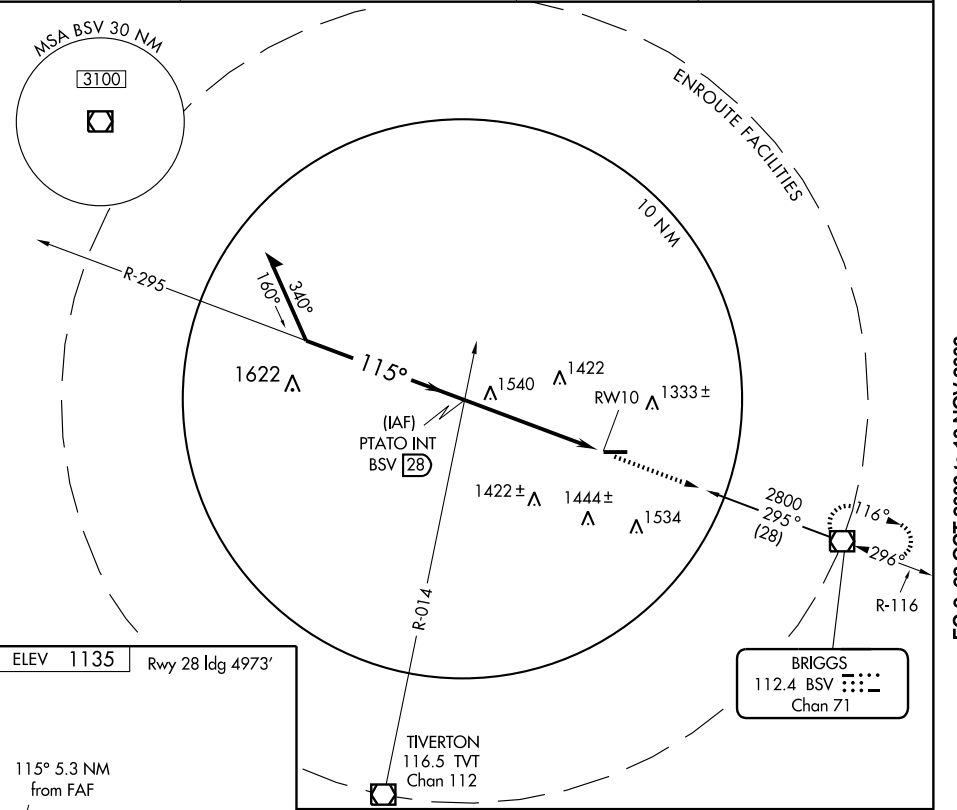
EC-2, 22 OCT 2009 to 19 NOV 2009

▼

▲

MISSED APPROACH: Climb to 2800
direct BSV VOR/DME and hold.

ASOS 118.075	AKRON-CANTON APP CON ★ 118.6 323.0	CLNC DEL 121.75	UNICOM 122.8 (CTAF) 0
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ELEV 1135 Rwy 28 Idg 4973'

115° 5.3 NM from FAF

5191 X 100

0.5% UP

TDZE 1112

REIL Rws 10 and 28 0
HIRL Rwy 10-28 0

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

Remain within 10 NM

PTATO INT BSV [28]

2800 295°

2800 115°

2800 115°

2.92° TCH 40

5.3 NM

RW10 BSV [22.7]

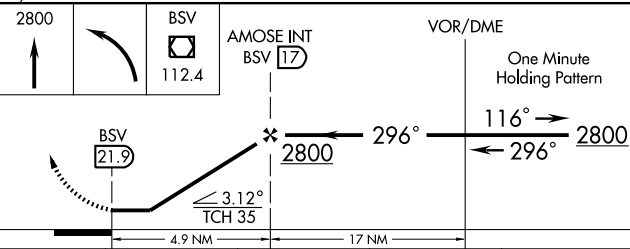
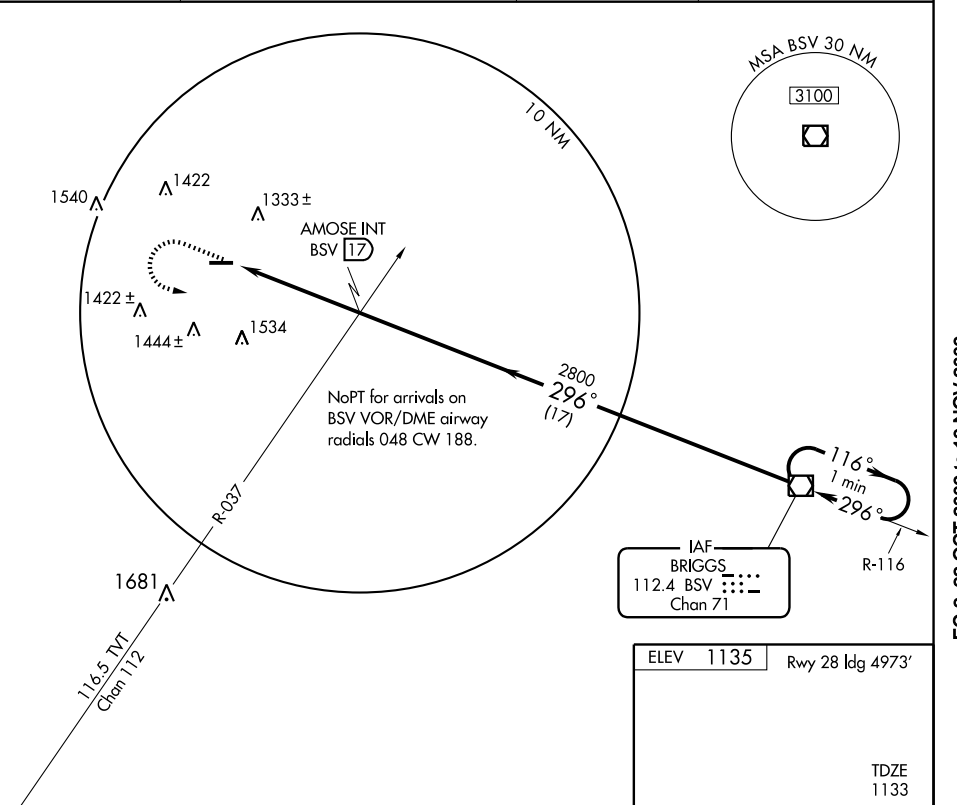
2800 BSV 112.4

CATEGORY	A	B	C	D
S-10	1800-1 688 (700-1)	1800-1¼ 688 (700-1¼)	1800-2 688 (700-2)	1800-2¼ 688 (700-2¼)
CIRCLING	1800-1 665 (700-1)	1800-1¼ 665 (700-1¼)	1800-2 665 (700-2)	1800-2¼ 665 (700-2¼)

VOR/DME BSV	APP CRS	Rwy Idg	4973
112.4	296°	TDZE	1133
Chan 71		Apt Elev	1135

MISSED APPROACH: Climb to 2800, then left turn direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF)



ELEV 1135 Rwy 28 Idg 4973'

REIL Rwy 10 and 28
HIRL Rwy 10-28

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-28	1660-1 527 (600-1)	1660-1¼ 527 (600-1¼)	1660-1½ 527 (600-1½)	1660-1¾ 527 (600-1¾)
CIRCLING	1660-1 525 (600-1)	1660-1¼ 525 (600-1¼)	1660-1½ 525 (600-1½)	1700-2 565 (600-2)

EC-2, 22 OCT 2009 to 19 NOV 2009

NDB HBD
408

APP CR
260°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
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91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
1057

NDB or GPS-B


YOUNGSTOWN/LANSLOWNE (04G)

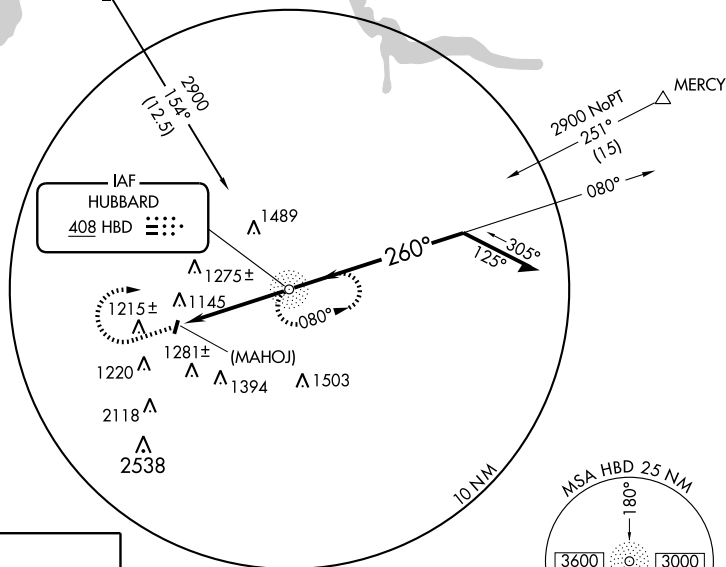
T Use Youngstown-Warren Rgnl alti
ANA Procedure not authorized at night.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2900 direct HBD NDB and hold.

YOUNGSTOWN APP CON ★
133.95 322.3

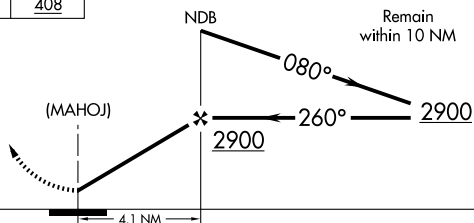
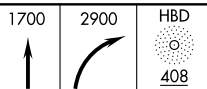
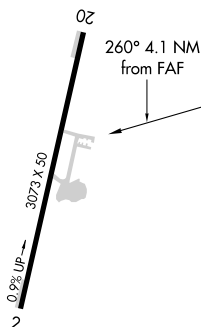
UN|COM
122.8 (CTAF)

YOUNGSTOWN
109.0 YNG 
Chan 27



EC-2, 22 OCT 2009 to 19 NOV 2009

ELEV 1057



FAF to MAP 4.1 NM

CATEGORY

A	B
---	---

C

D

CIRCLING

1620-1 563 (600-1)

1620-1½
563 (600-1½)

NA

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

▼

Obtain local altimeter setting on CTAF; when not received, use Youngstown-Warren Rgnl altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct APRAW WP and hold.

AKRON-CANTON APP CON ★

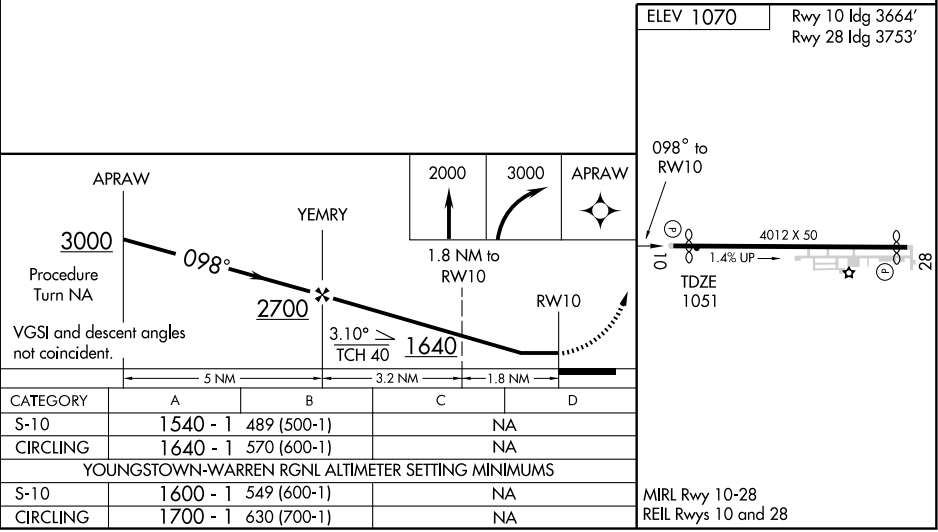
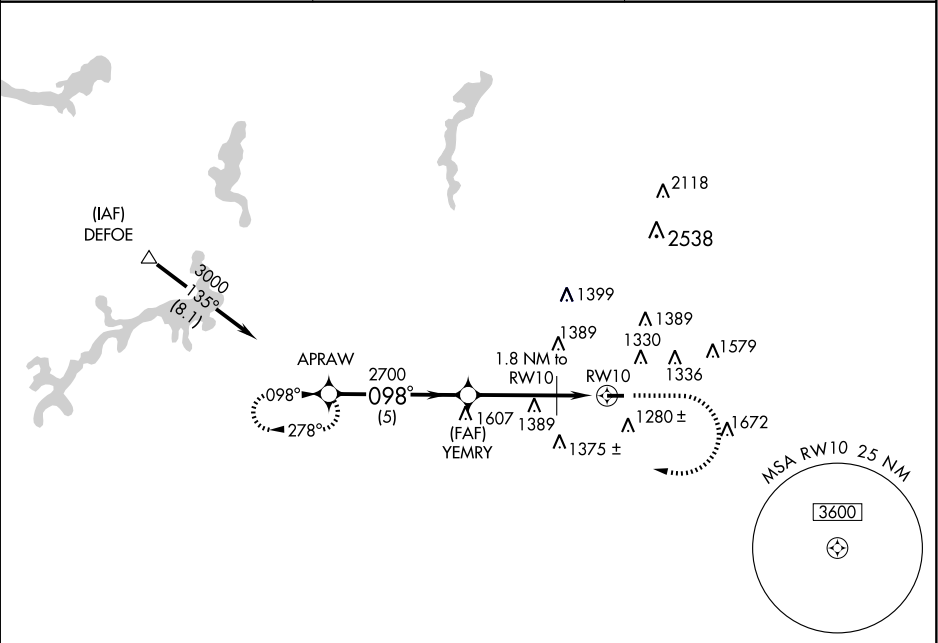
125.5 371.875

CLNC DEL

119.25

UNICOM

123.05 (CTAF)



▼

Obtain local altimeter setting on CTAF; when not received, use Youngstown-Warren Rgnl altimeter setting.

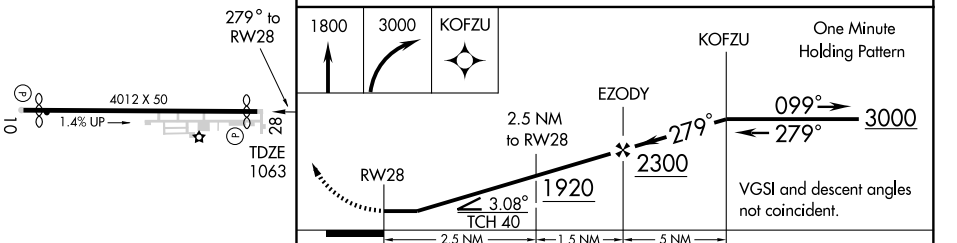
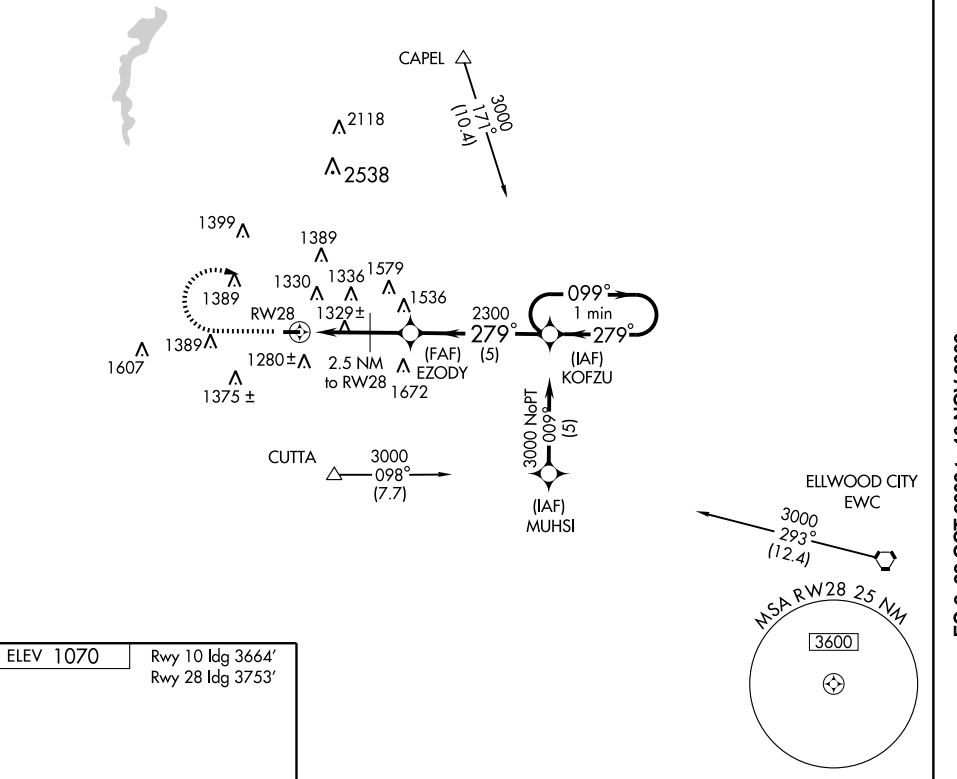
▲ NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct KOFZU WP and hold.

AKRON-CANTON APP CON ★
125.5 371.875

CLNC DEL
119.25

UNICOM
123.05 (CTAF)



CATEGORY	A	B	C	D
S-28	1600-1	537 (600-1)		NA
CIRCLING	1640-1	570 (600-1)		NA
YOUNGSTOWN-WARREN RGNL ALTIMETER SETTING MINIMUMS				
S-28	1660-1	597 (600-1)		NA
CIRCLING	1700-1	630 (700-1)		NA

MIRL Rwy 10-28
REIL Rwy 10 and 28

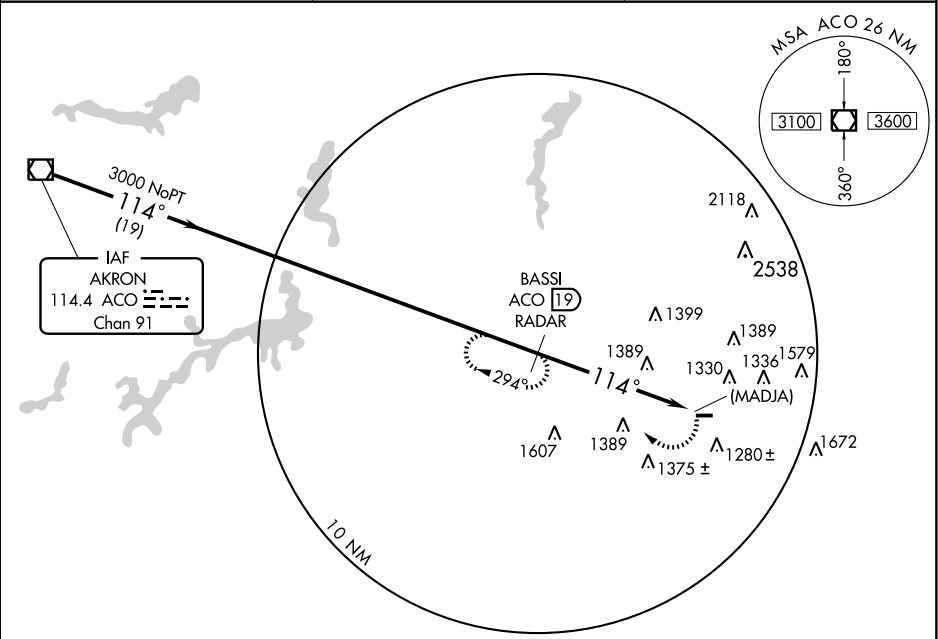
EC-2, 22 OCT 2009 to 19 NOV 2009

VOR/DME ACO 114.4 Chan 91	APP CRS 114°	Rwy Idg TDZE Apt Elev 1070	N/A N/A
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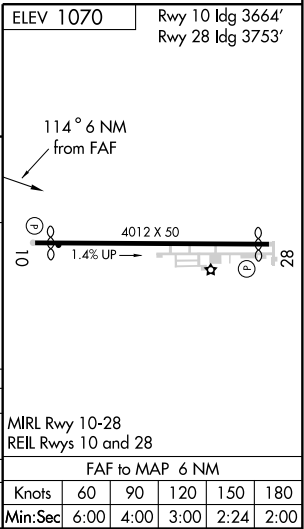
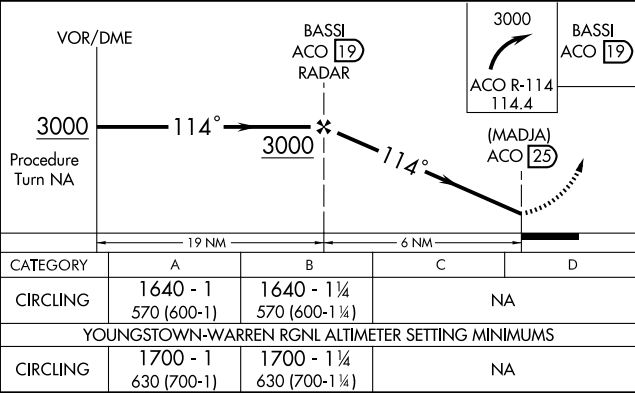
VOR or GPS-C
YOUNGSTOWN ELSEY METRO (4G4)

▼ Obtain local altimeter setting on CTAF; when not received, use Youngstown-Warren Rgnl altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 via ACO R-114 to BASSI/ACO 19 DME/RADAR and hold.
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AKRON-CANTON APP CON ★ 125.5 371.875	CLNC DEL 119.25	UNICOM 123.05 (CTAF)
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DME or RADAR REQUIRED



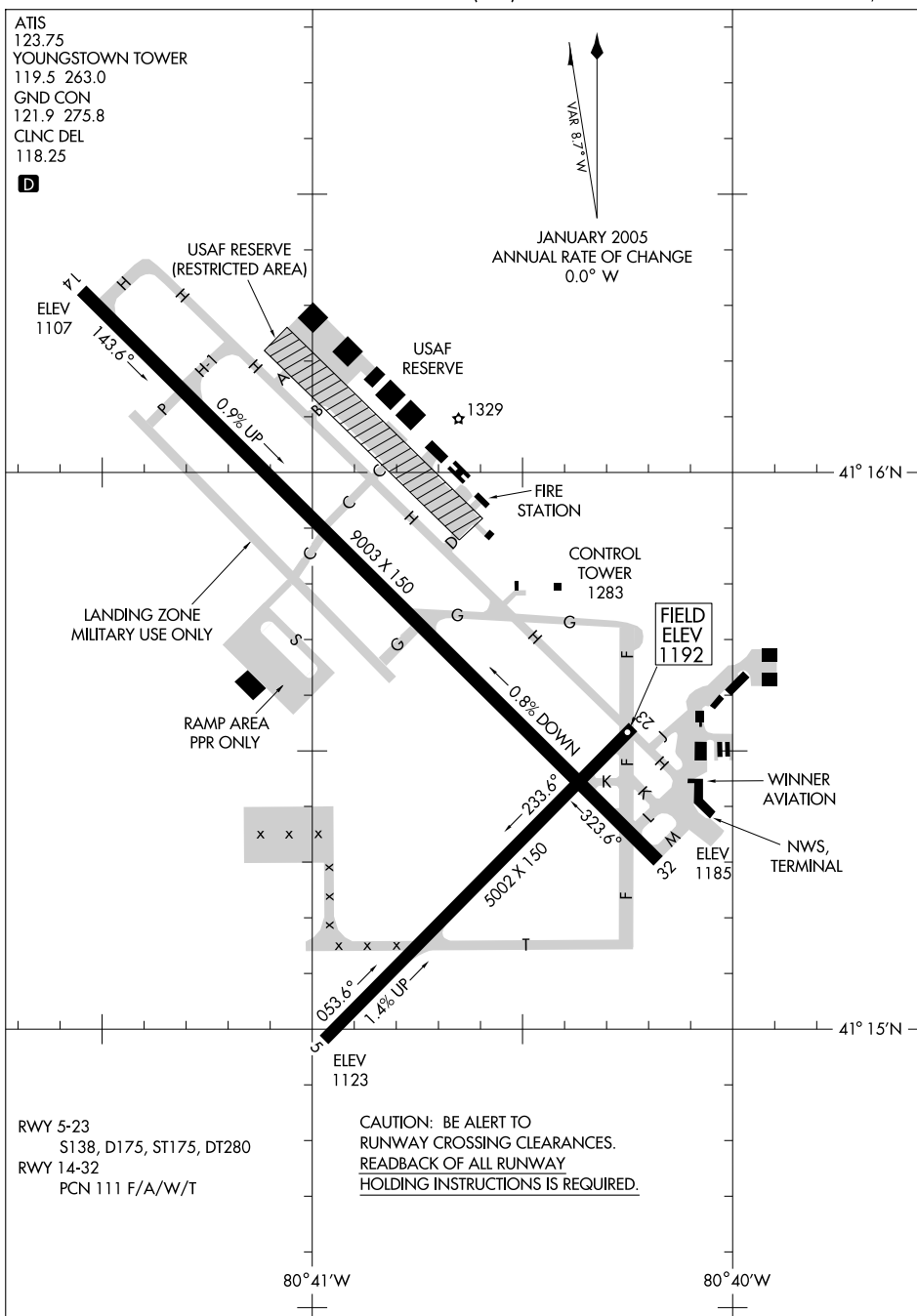
AIRPORT DIAGRAM

AL-466 (FAA)

 YOUNGSTOWN-WARREN RGNL (YNG)
 YOUNGSTOWN-WARREN, OHIO

ATIS
 123.75
 YOUNGSTOWN TOWER
 119.5 263.0
 GND CON
 121.9 275.8
 CLNC DEL
 118.25

D



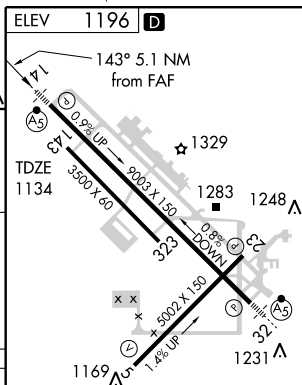
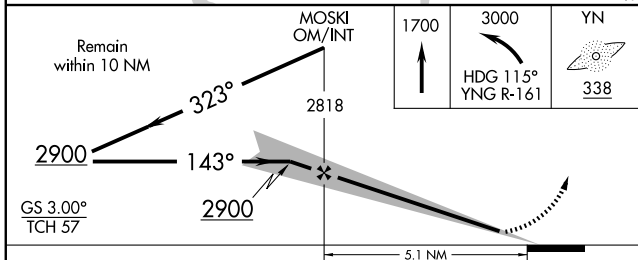
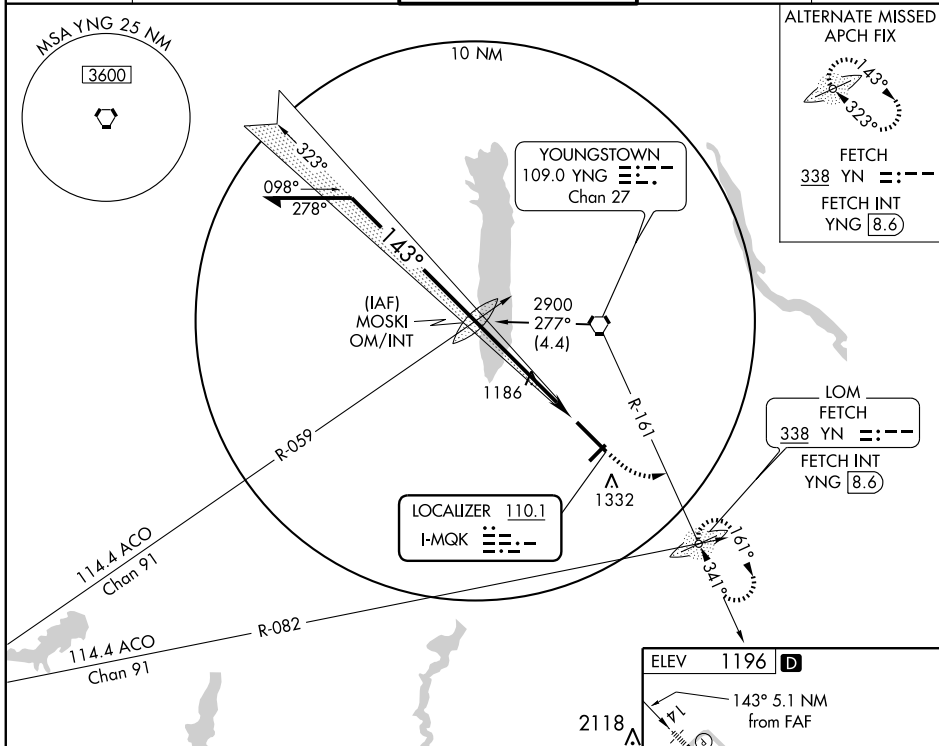
EC-2, 22 OCT 2009 to 19 NOV 2009

LOC I-MQK 110.1	APP CRS 143°	Rwy Idg 9003 TDZE 1134 Apt Elev 1196
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ILS or LOC RWY 14

YOUNGSTOWN-WARREN RGNL (YNG)

 NA ASR		MALSR 	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 115° and YNG VORTAC R-161 to FETCH LOM/Int/YNG 8.6 DME and hold.	
ATIS 123.75	YOUNGSTOWN APP CON ★ 133.95 322.3	YOUNGSTOWN TOWER 119.5 263.0	GND CON 121.9 275.8	CLNC DEL 118.25



CATEGORY	A	B	C	D
S-ILS 14	1334/24 200 (200-½)			
S-LOC 14	1580/24	446 (400-½)	1580/40 446 (400-¾)	1580/50 446 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

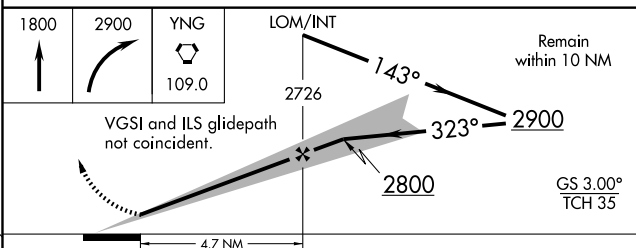
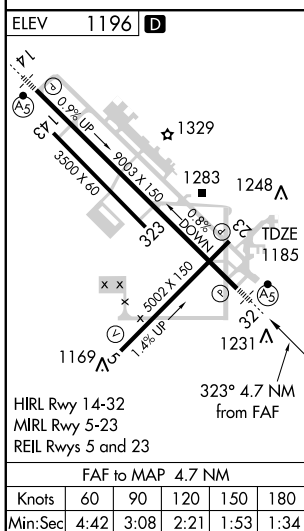
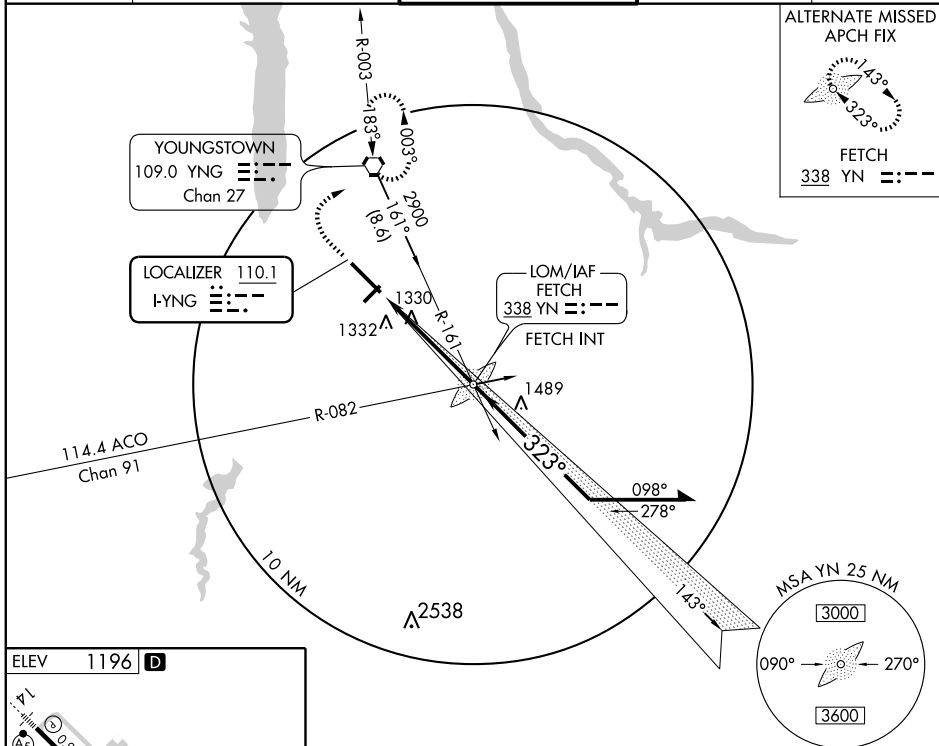
HIRL Rwy 14-32 MIRL Rwy 5-23 REIL Rws 5 and 23					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LOC I-YNG 110.1	APP CRS 323°	Rwy Idg TDZE Apt Elev	9003 1185 1196
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ILS or LOC RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)

ASR	YOUNGSTOWN APP CON ★ 133.95 322.3	YOUNGSTOWN TOWER 119.5 263.0	GND CON 121.9 275.8	CLNC DEL 118.25
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CATEGORY	A	B	C	D
S-ILS 32	1385/24		200 (200-½)	
S-LOC 32	1580/24		395 (400-½)	
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1580/40 395 (400-¾)

▼

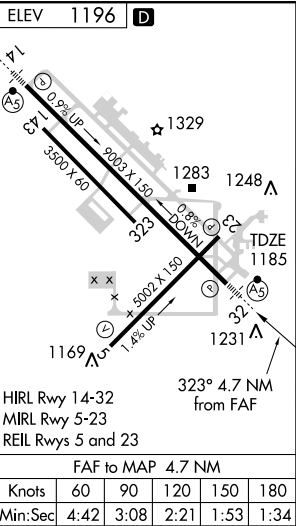
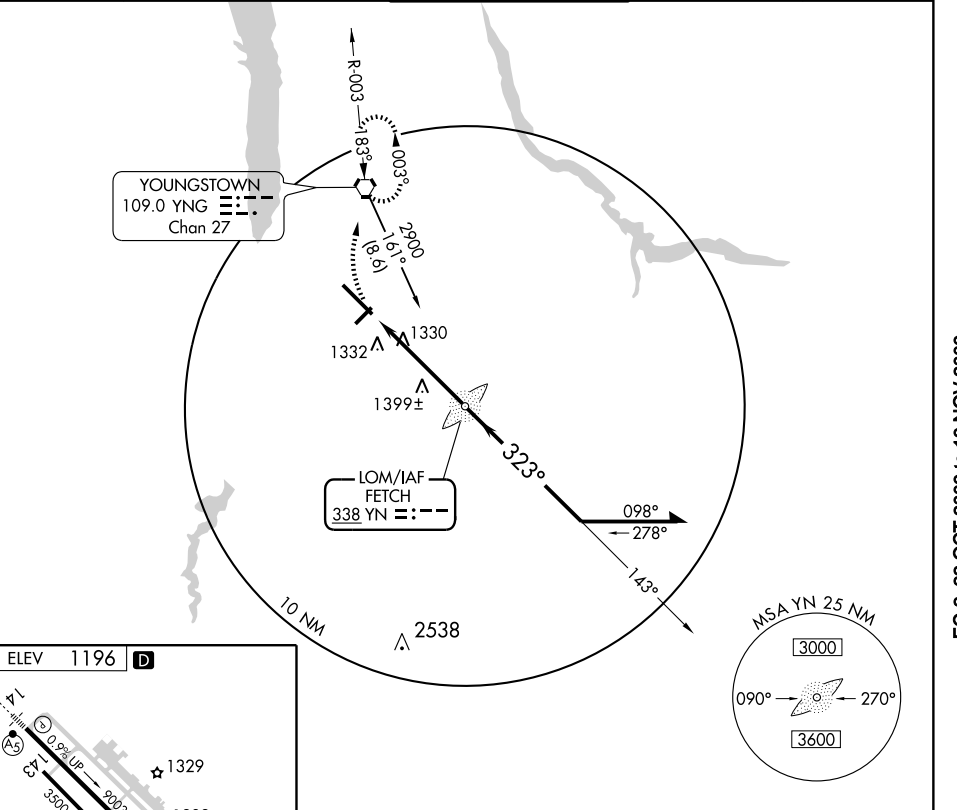
NA

ASR

MALSR

MISSED APPROACH: Climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.

ATIS 123.75	YOUNGSTOWN APP CON ★ 133.95 322.3	YOUNGSTOWN TOWER 119.5 263.0	GND CON 121.9 275.8	CLNC DEL 118.25
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2900		YNG	LOM		Remain within 10 NM	
		109.0			2900	
		3.18° TCH 40		2800		
		4.7 NM				
CATEGORY	A		B		C	D
S-32	1700/40 515 (600-¾)		1700/50 515 (600-1)		1700-1½ 515 (600-1½)	
CIRCLING	1700-1 504 (600-1)		1700-1½ 504 (600-1½)		1760-2 564 (600-2)	

▼

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA ASR below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2900 direct UNERE and hold.

ATIS 123.75	YOUNGSTOWN APP CON ★ 133.95 322.3	YOUNGSTOWN TOWER 119.5 263.0	GND CON 121.9 275.8	CLNC DEL 118.25
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ELEV 1196

4 NM Holding Pattern

2900

UNERE

CATEGORY	A	B	C	D
LPV DA	1384/24 250 (200-½)			
LNAV/VNAV DA	1499/40 365 (400-¾)			
LNAV MDA	1540/24 406 (400-½)	1540/40 406 (400-¾)	1540/50 406 (400-1)	
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2: 22 OCT 2009 to 19 NOV 2009

VORTAC YNG 109.0 Chan 27	APP CRS 187°	Rwy Idg TDZE Apt Elev	N/A N/A 1196
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VOR-A

YOUNGSTOWN-WARREN RGNL (YNG)



ASR

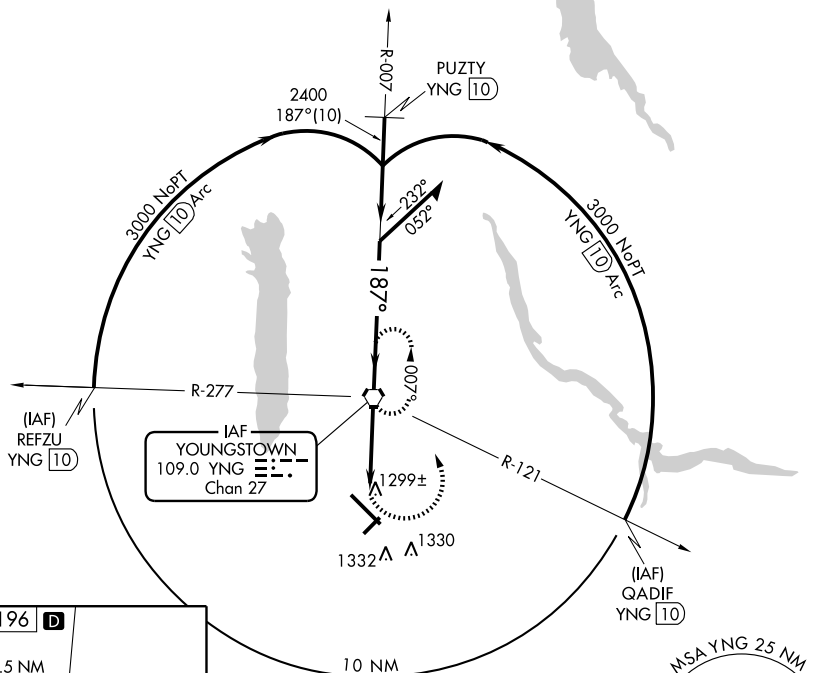
MISSED APPROACH: Climbing left turn to 2800 direct YNG VORTAC and hold.

ATIS
123.75

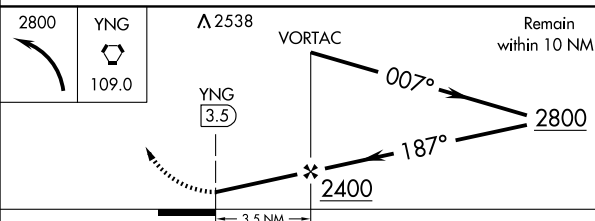
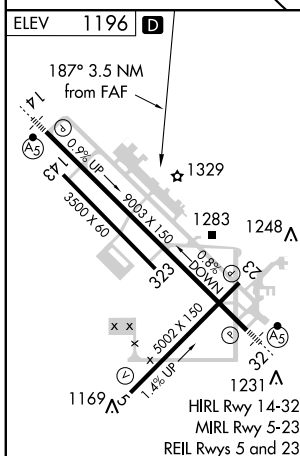
YOUNGSTOWN APP CON ★
133.95 322.3

YOUNGSTOWN TOWER
119.5 263.0

GND CON
121.9 275.8

CLNC DEL
118.25

EC-2, 22 OCT 2009 to 19 NOV 2009



FAF to MAP 3.5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1640-1	1660-1	1660-1½	1760-2
Min:Sec	3:30	2:20	1:45	1:24	1:10		444 (500-1)	464 (500-1)	464 (500-1½)	564 (600-2)

ILS or LOC/DME RWY 22
ZANESVILLE MUNI (ZZV)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 360° and I-TNF NE course to CEVAY INT/I-TNF 12.3 DME and hold.

UNICOM
123.0 (CTAF) 

NEWCOMERTOWN
111.8 CTW
Chan 55

1560
A

Figure 1: Sample flight profile. The diagram illustrates a flight path starting at 1400, turning 360 degrees, and then following a series of waypoints: I-TNF NE Course, CEVAY INT I-TNF 12.3, HOLAX I-TNF 6.2, PENIC INT I-TNF 10.2, and CEVAY INT I-TNF 12.3. The path includes a 'One Minute Holding Pattern' at the final CEVAY INT. Altitudes are marked at 2600 and 2700. A ground speed of 3.00 and track of 49 are indicated at the bottom right.

CATEGORY	A	B	C	D
S-ILS 22	1092-¾ 200 (200-¾)			
S-LOC 22	1320-1	428 (500-1)	1320-1¼ 428 (500-1¼)	1320-1½ 428 (500-1½)
CIRCLING	1360-1	460 (500-1)	1360-1½ 460 (500-1½)	1460-2 560 (600-2)

ELEV 900

220° 5.2 NM
from FAF

Δ 968

870 Δ 932

0.6% UP

0.5% UP

5000 X 150

TDZE 892

4 Δ 948

924 3A

HIRL Rwy 4-22 **L**
MIRL Rwy 16-34 **L**
REIL Rws 4, 22, 16 and 34 **L**

VOR/DME ZZW 111.4 Chan 51	APP CRS 046°	Rwy Idg 5000 TDZE 900 Apt Elev 900
---	------------------------	---

VOR or GPS RWY 4
ZANESVILLE MUNI (ZZV)

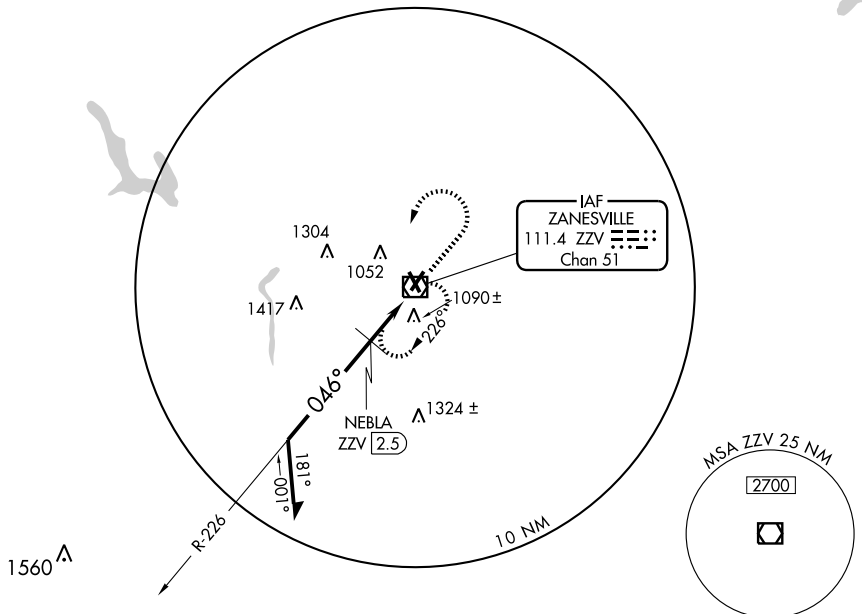


MISSED APPROACH: Climb to 3000 then left turn direct ZZY VOR/DME and hold.

ASOS
111.4

INDIANAPOLIS CENTER
124.45 370.9

UNICOM
123.0 (CTAF) **L**



Remain
within 10 NM

VOR/DME

3000

ZZV

ELEV 900

A968

2700

NEBLA
771 25

77

50

1580

→ 2.3

-0.2 NM

4/

④ ⑤

124

1

EC-2, 22 OCT 2009 to 19 NOV 2009



HIRI Rwy 4-22

MIRI Rwy 16-34 1

PEL Pwys 4, 22, 16 and 34 1

VOR/DME ZZV 111.4 Chan 51	APP CRS 214°	Rwy Idg 5000 TDZE 892 Apt Elev 900
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VOR or GPS RWY 22
ZANESVILLE MUNI (ZZV)

 	MISSED APPROACH: Climb to 3000 then right turn direct ZZV VOR/DME and hold.
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ASOS 111.4	INDIANAPOLIS CENTER 124.45 370.9	UNICOM 123.0 (CTAF) 0
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